



F. Tavani and Associates, Inc.
Traffic Engineering and Planning

PRELIMINARY REVIEW
of a
TRAFFIC IMPACT STUDY
of the proposed
FOXWOODS CASINO
in
PHILADELPHIA, PENNSYLVANIA

prepared for:

“RIVERFRONT COMMUNITIES UNITED”

a coalition comprised of the Pennsport Civic Association, Whitman Council, Queen Village Neighbors Association, Society Hill Civic Association, the South Street/Headhouse District, Passyunk Square Civic Association, Bella Vista United Civic, and the Hawthorne Empowerment Coalition

prepared by:

F. TAVANI AND ASSOCIATES, INC.

2 JUNE 2006


Frank Tavani, P.E., PTOE

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OVERVIEW

F. Tavani and Associates, Inc. (FTA) has conducted a review of both 'preliminary' and 'final' traffic impact studies as prepared by Orth-Rodgers and Associates, Inc. (ORA) for a proposed slot parlor and casino development project commonly known as "Foxwoods". The preliminary report is dated 3 March 2006 and the final report is dated 15 May 2006.

It should be noted at the outset that there was limited time for FTA to conduct this review. The reports total some 700+ pages, the large majority of which was found in the 'final' report and its technical appendix both of which became available to FTA on or about 21 May 2006. Additional comments will be forthcoming as this review is ongoing. Also, in light of the time constraint mentioned, this report will generally include only issues which are a concern based upon FTA's analysis to date. Although there are matters in the report with which FTA may agree, the absence of any item in this report should not be assumed to imply agreement – said item(s) may be covered in forthcoming review efforts as mentioned above. By way of example, as to the numerous mitigation measures proposed by Foxwoods, time constraints allowed FTA to comment at this time only on the proposed new Interstate 95 off ramp. Any comments on the remaining mitigation measures will be provided at a later date.

ORA is a well-established and respected traffic engineering firm in Philadelphia. As one might expect, the traffic impact studies were conducted in accordance with accepted traffic engineering practice. Even so, there are some aspects and significant concerns of the study that should be brought to the attention of the appropriate regulators including the Pennsylvania Gaming Control Board (the PGCB) as these concerns warrant additional investigations. It is believed the results of the additional investigation could have very significant impacts on the conclusions of the report, or perhaps even the viability of the project itself.

SUMMARY OF THE PROPOSED DEVELOPMENT

Foxwoods is described in the reports as initially being developed with 3000 slots and some related restaurant / retail "ancillary" development within the casino itself. This is described as the first phase of development which the author suggests will be in operation by 2008. Two later phases include 2000 additional slots (5000 total), additional retail, a 500-room hotel, and a 200-unit condominium development. The timeframes of these later phases are not clearly defined, though the former is estimated at around the year 2010. The development is located on a vacant parcel on the east side of Christopher Columbus Boulevard near Dickinson Street in South Philadelphia in close proximity to several major developments all of which are either existing, undergoing buildout and occupancy, or are under construction.

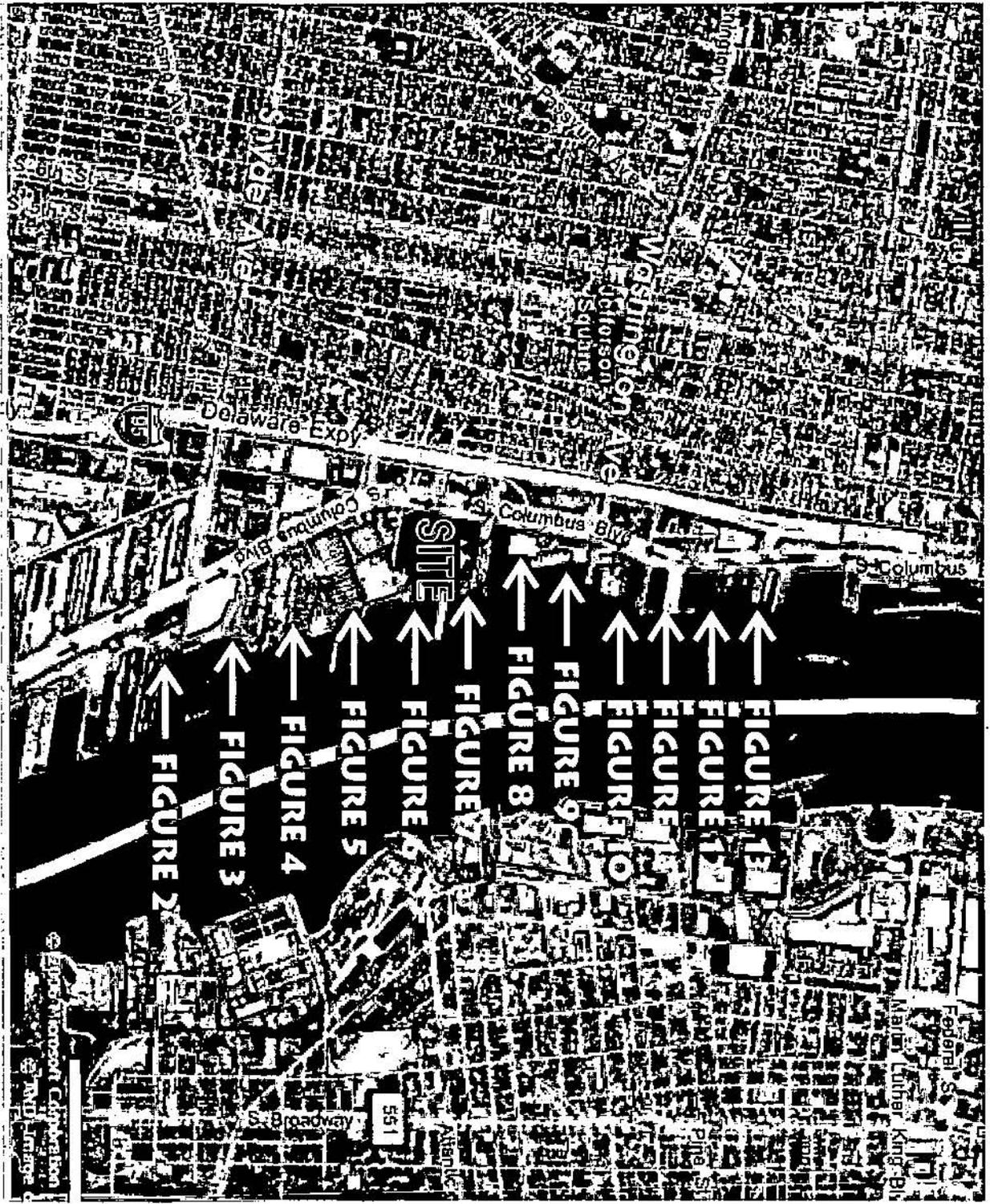
SUMMARY OF THE TRAFFIC IMPACT STUDY SCOPE

The traffic impact studies included a study area of eight intersections, all of which are adjacent to or north of the site. These intersections were counted and analyzed over a period of several afternoon and evening hours on a purportedly typical Fridays and Saturdays in February 2006.

A certain amount of traffic is included in the reports as 'new' traffic which will be generated by Foxwoods. As with most traffic impact studies, this amount of traffic is not based on actual counts specifically associated with the proposed use. Rather, the amount of traffic in this instance is based on assumptions which are described in the applicant's traffic reports. Specifically, the amount of traffic is derived based on an explanation of a number of pertinent variables including average daily patronage, average duration of stay, number of employees, average automobile occupancy rates, etc. The report offers that the variables were supplied by the developer and then analyzed/reduced by ORA. Resultant peak hourly volumes were ultimately prepared "in cooperation with the casino operator".

A major directive of the traffic impact studies was to "make traffic conditions on Columbus Boulevard better than they are today". Several potential future conditions were analyzed to determine whether or not that outcome was achieved. These included two buildout years (2008 and 2010), two peak hours of study, and an alternate improvement condition which would include a new southbound I-95 off ramp near the project site.

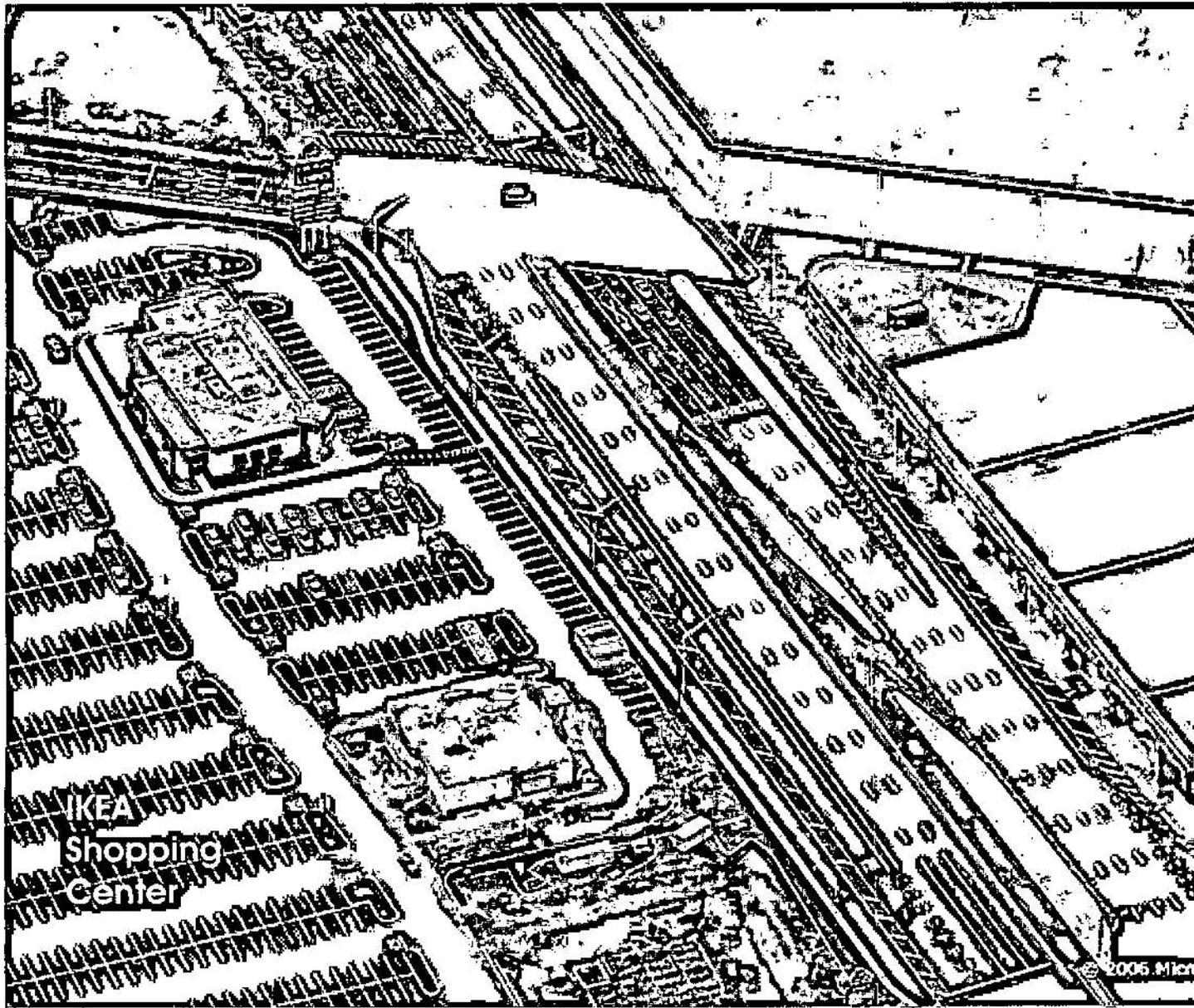
To better aid the reader in understanding the existing roadway infrastructure as well as the complexity and intensity of the land parcels in the vicinity the project, several figures have been prepared which identify and illustrate the region in great detail. Figure 1 is an overall map of the region and includes indicators which identify the approximate location of each successive aerial image (Figures 2 through 13).





Existing Infrastructure – IKEA Shopping Center
Traffic Impact Study Review
Proposed Foxwoods Slots Parlor,
Philadelphia, Pennsylvania

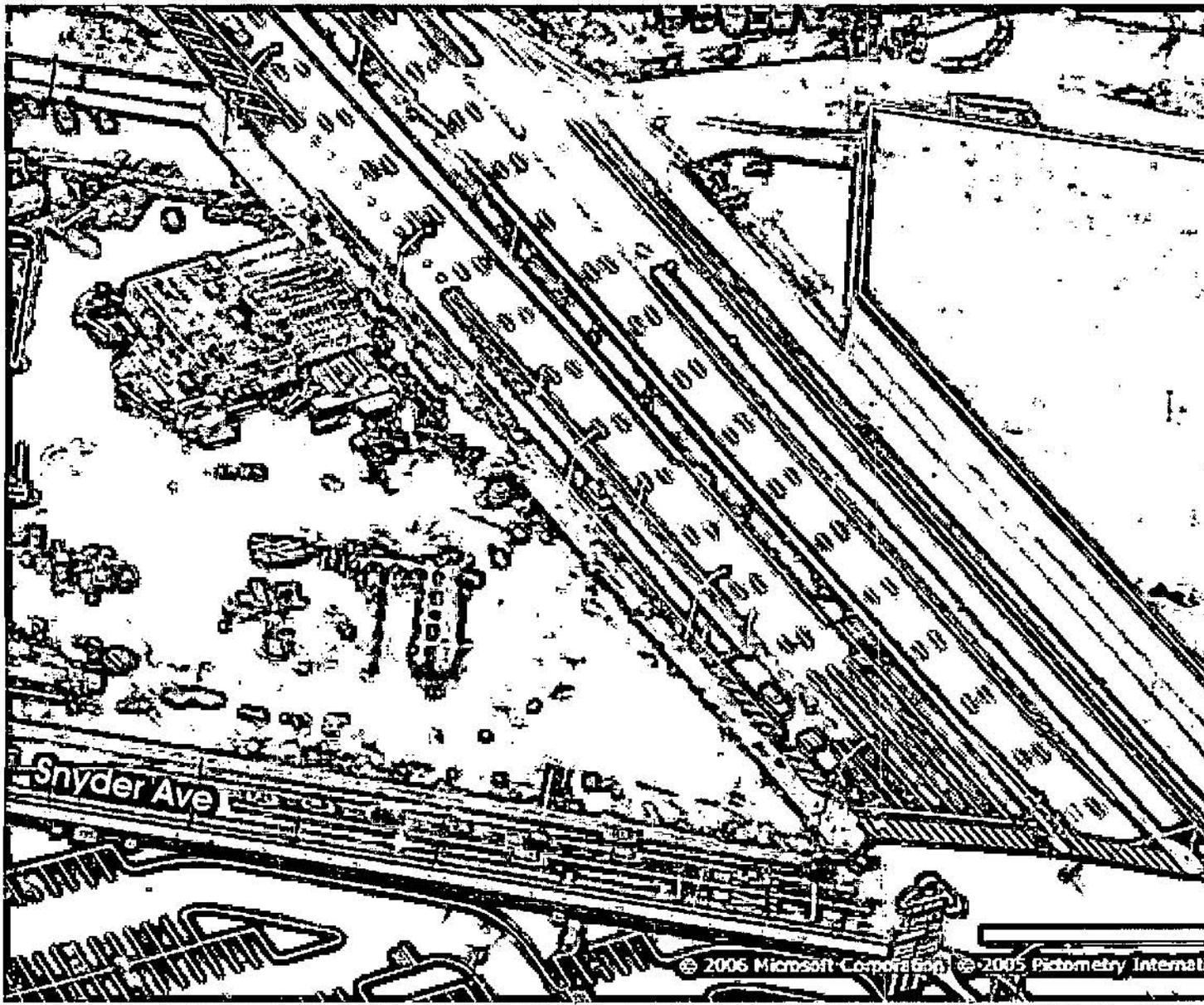
May 2006





Existing Infrastructure – Snyder Avenue
Traffic Impact Study Review
Proposed Foxwoods Slots Parlor,
Philadelphia, Pennsylvania

May 2006



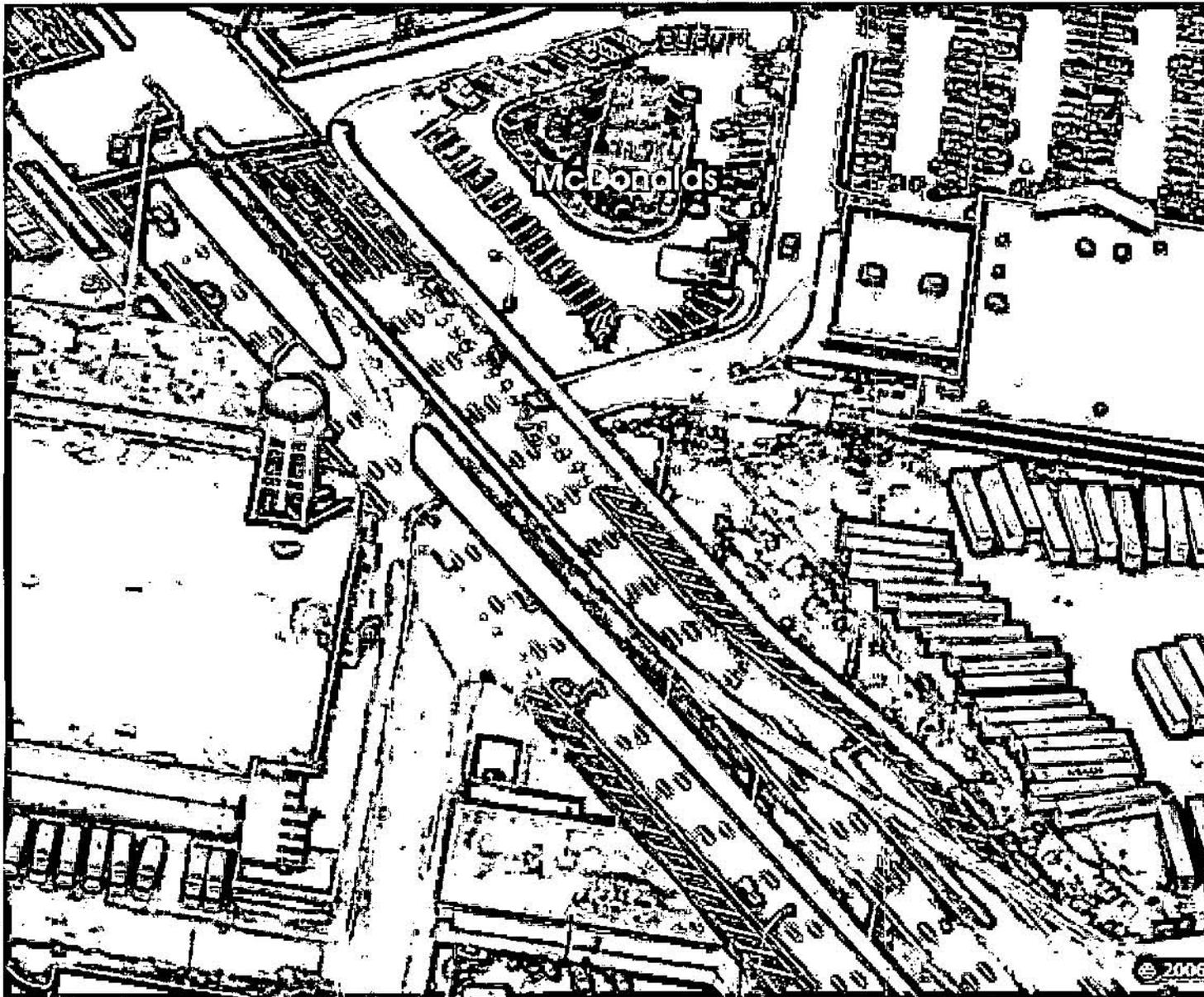


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Figure

Existing Infrastructure – South of Home Depot/Walmart
Traffic Impact Study Review
Proposed Foxwoods Slots Parlor,
Philadelphia, Pennsylvania

May 2006



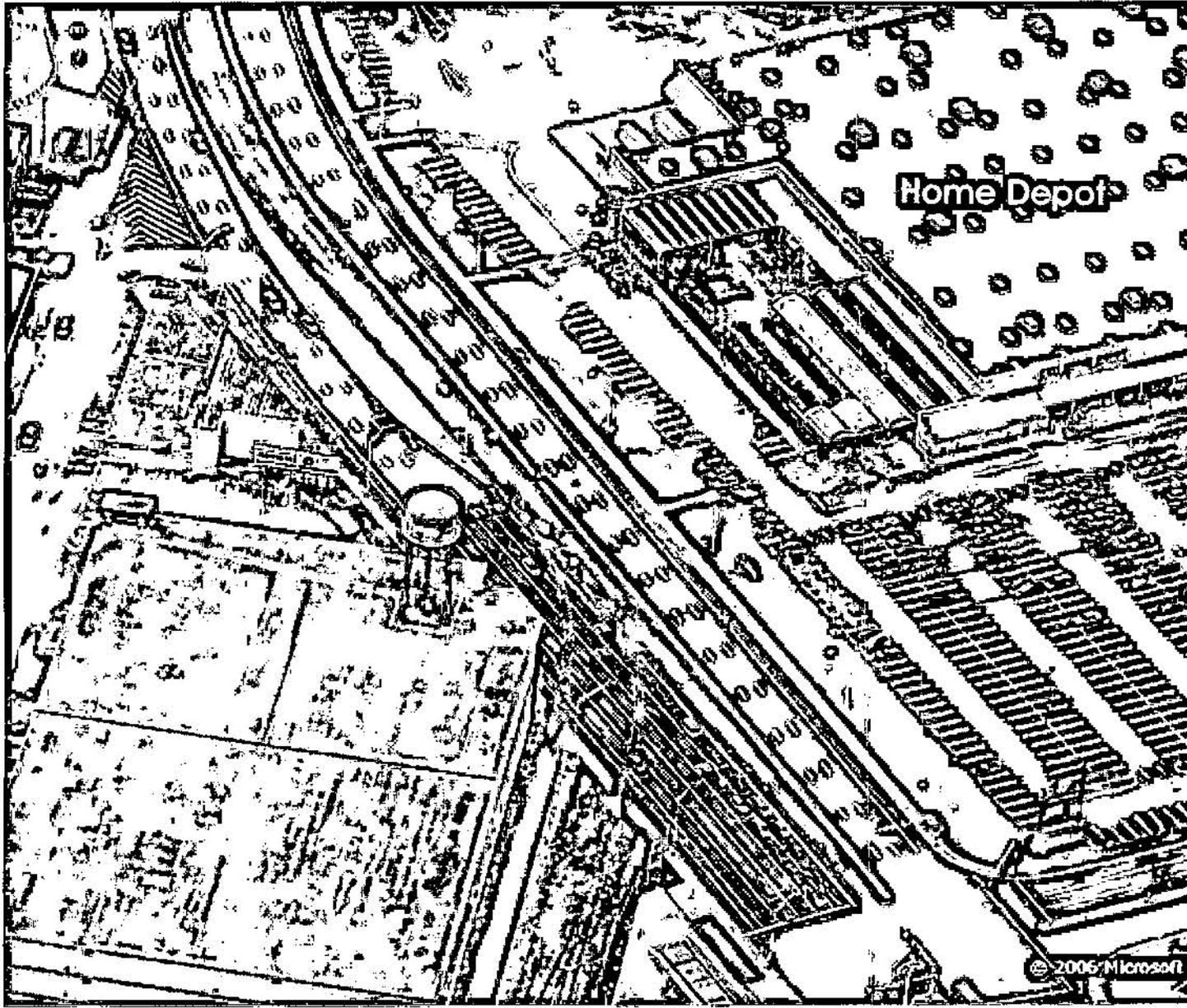


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Figure

Existing Infrastructure – Home Depot / Walmart
Traffic Impact Study Review
Proposed Foxwoods Slots Parlor,
Philadelphia, Pennsylvania

May 2006

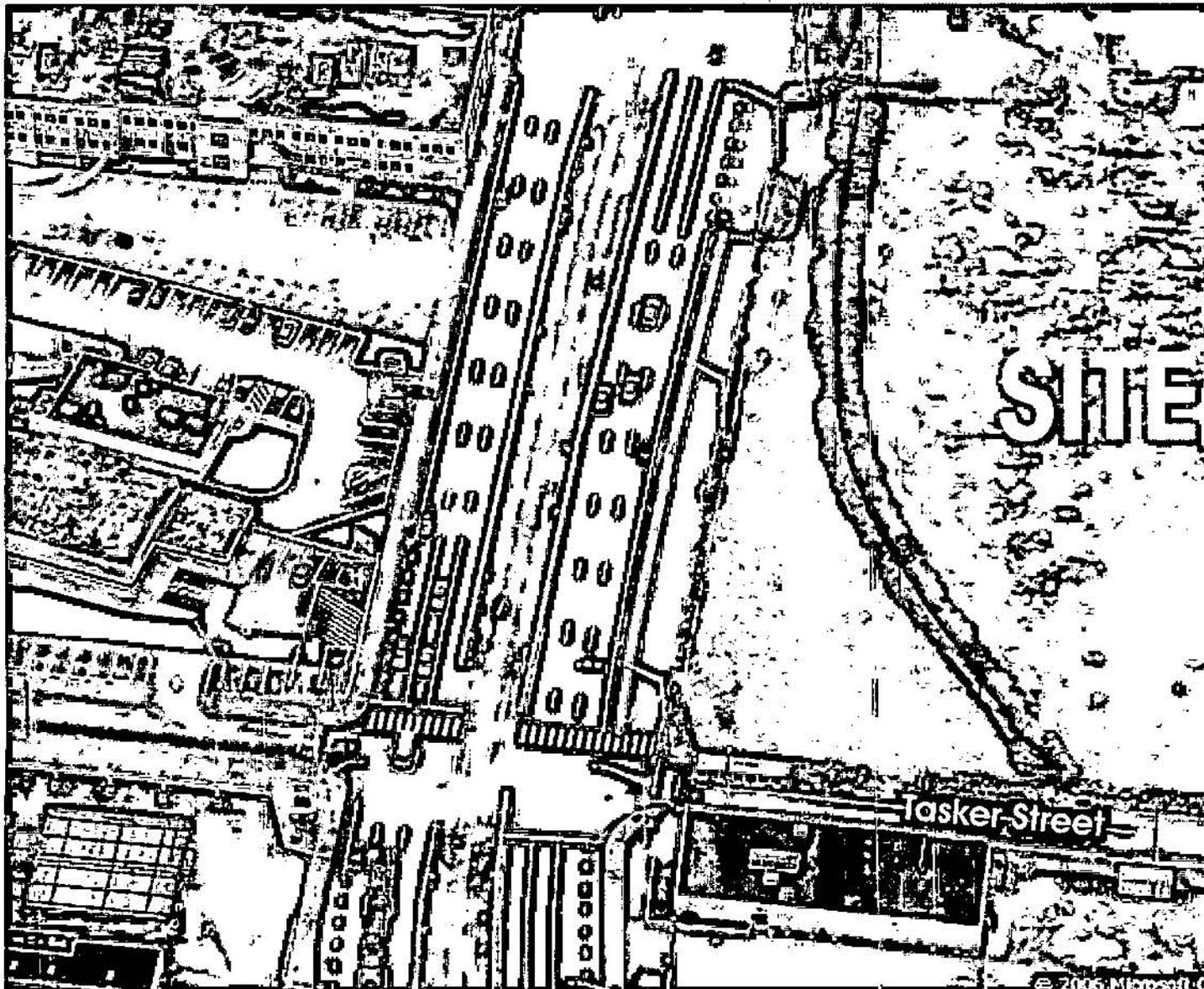




Existing Infrastructure - Adjacent to Site

Traffic Impact Study Review
Proposed Foxwoods Slots Parlor,
Philadelphia, Pennsylvania

May 2006

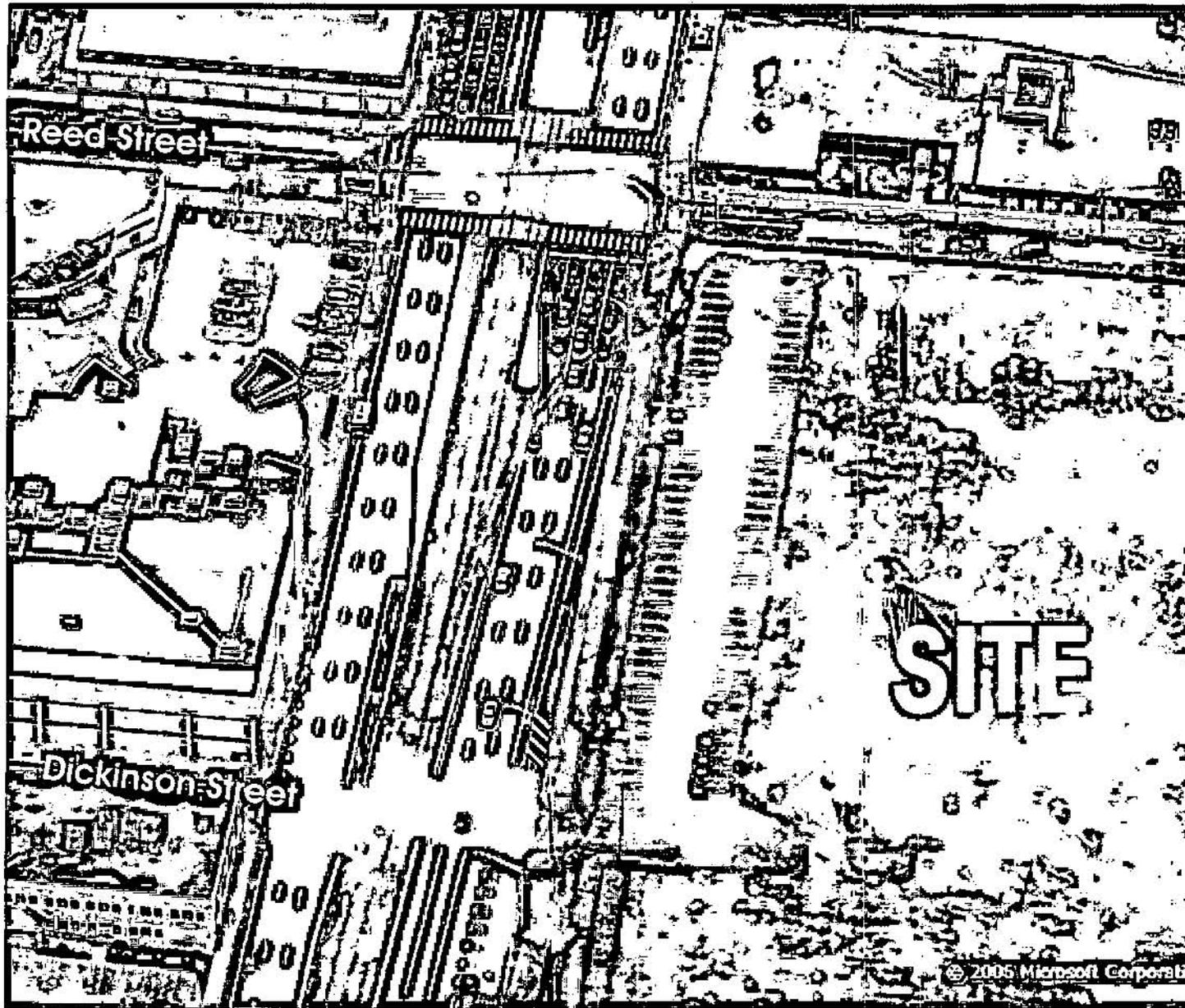




Existing Infrastructure – Reed Street

Traffic Impact Study Review
Proposed Foxwoods Slots Parlor,
Philadelphia, Pennsylvania

May 2006





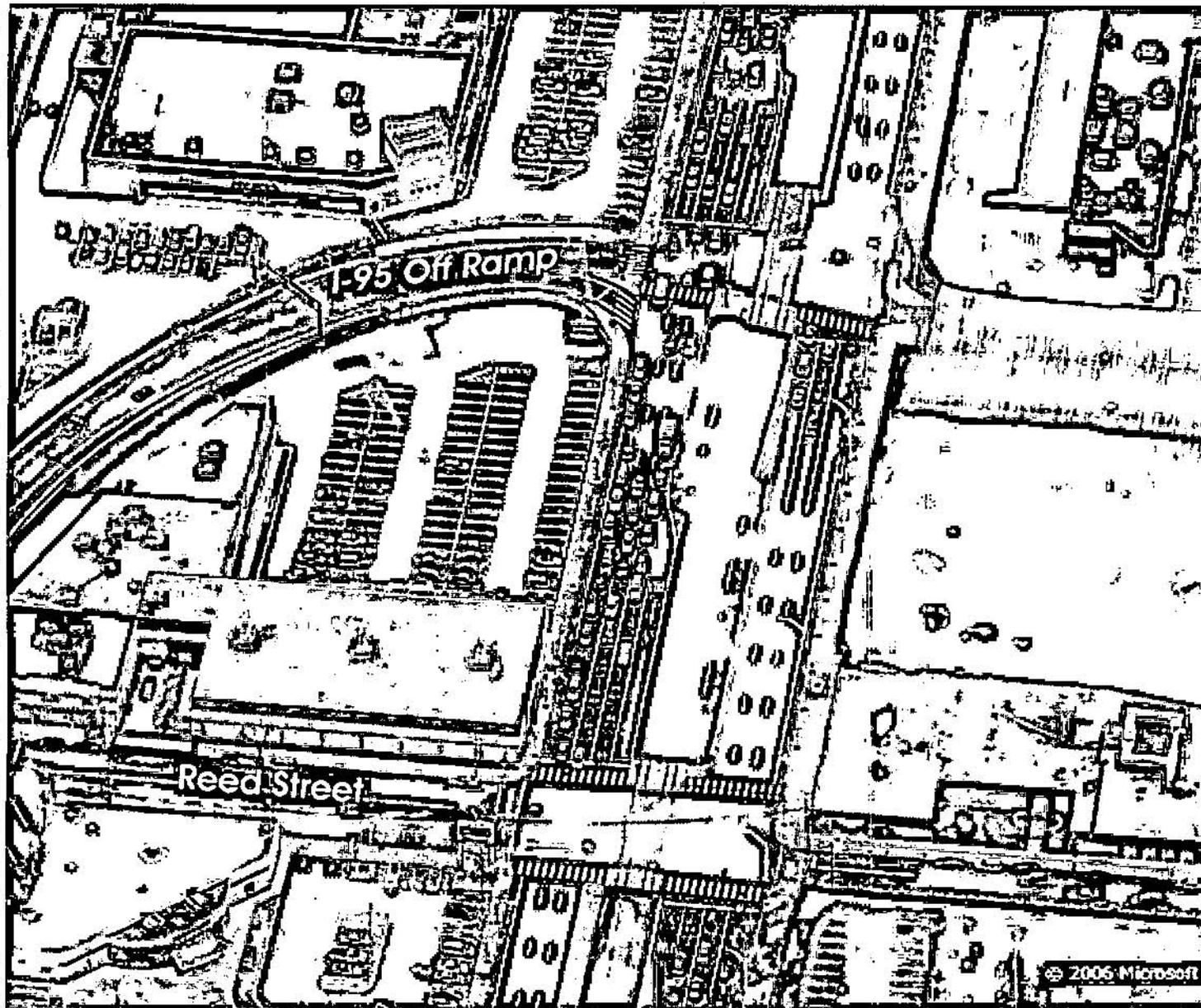
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Figure

Existing Infrastructure – I-95 NB Offramp

Traffic Impact Study Review
Proposed Foxwoods Slots Parlor,
Philadelphia, Pennsylvania

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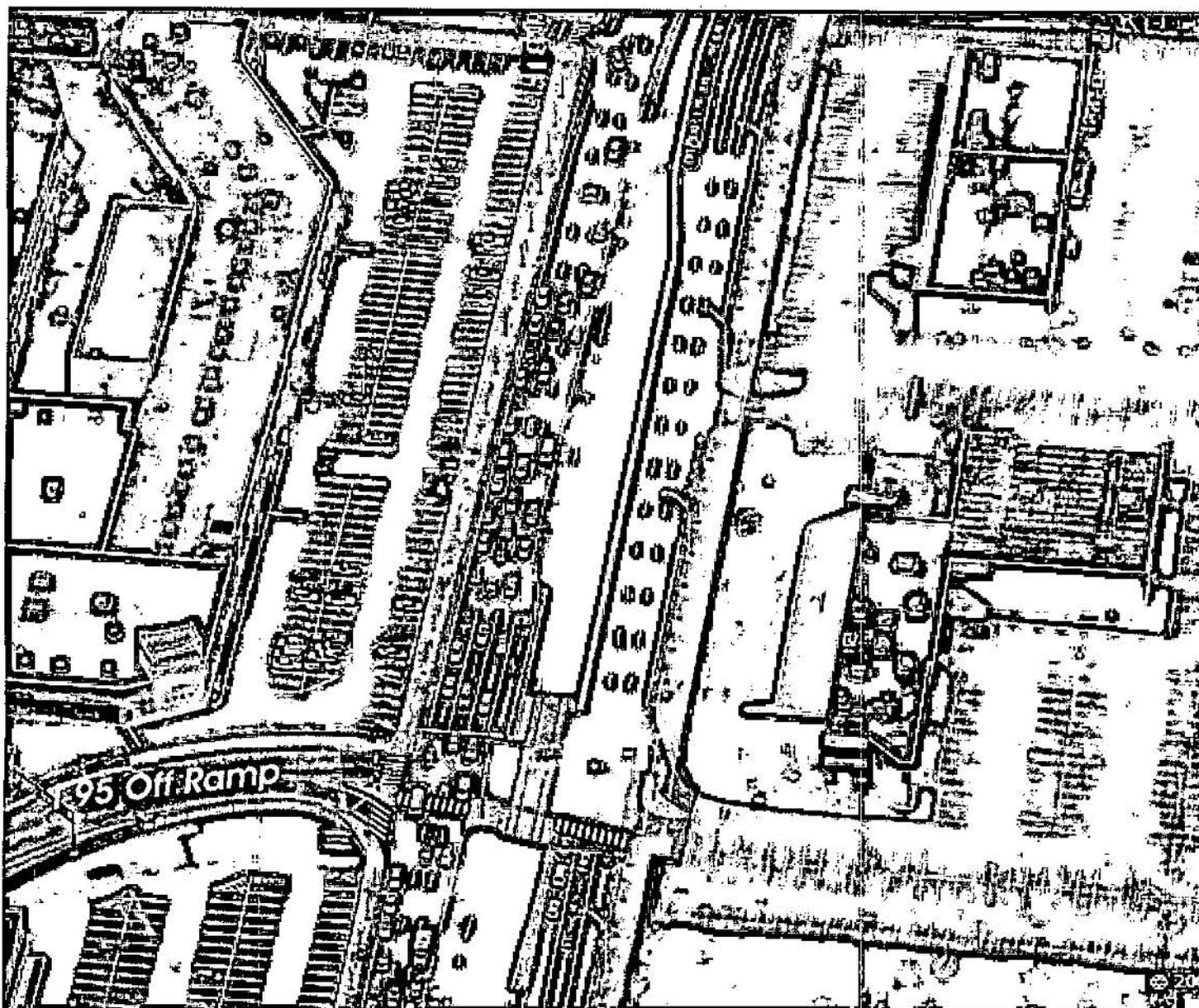
Figure

Existing Infrastructure – South of Washington Avenue

Traffic Impact Study Review

Proposed Foxwoods Slots Parlor, Philadelphia, Pennsylvania

May 2006





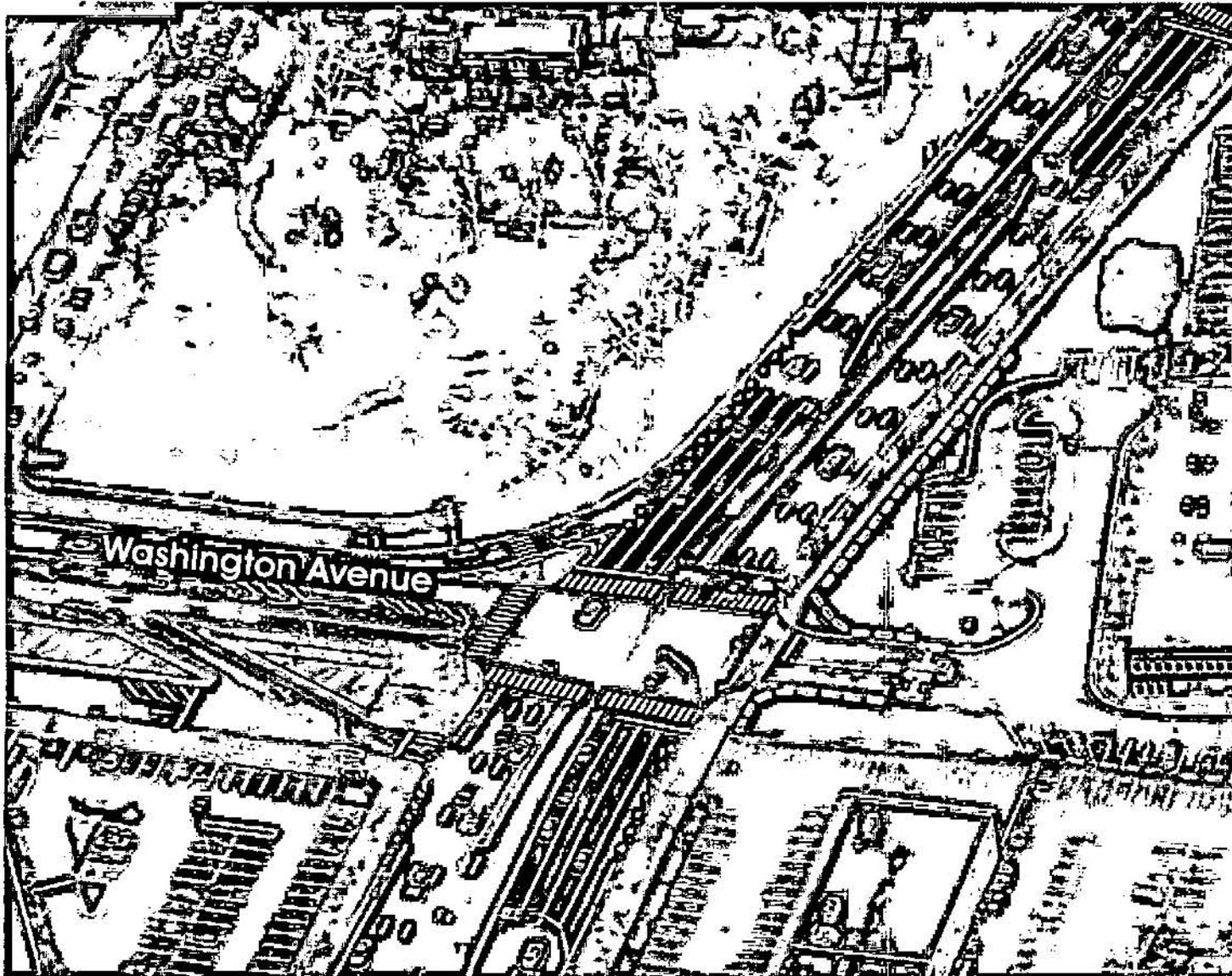
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Figure

Existing Infrastructure – Washington Avenue

Traffic Impact Study Review
Proposed Foxwoods Slots Parlor,
Philadelphia, Pennsylvania

May 2006





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Figure

Existing Infrastructure – Christian Street

Traffic Impact Study Review
Proposed Foxwoods Slots Parlor,
Philadelphia, Pennsylvania

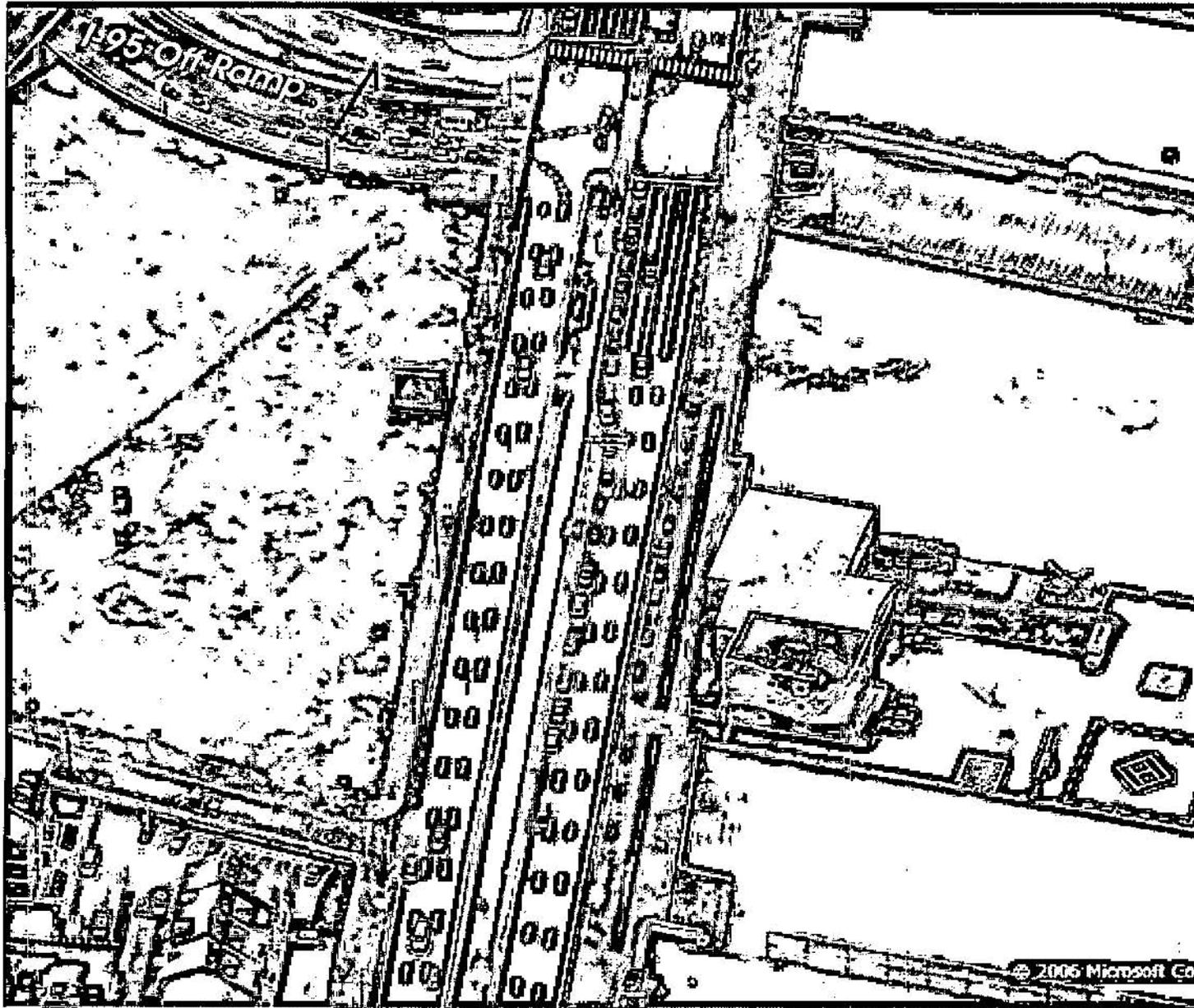
May 2006





Existing Infrastructure – I-95 SB Offramp
Traffic Impact Study Review
Proposed Foxwoods Slots Parlor,
Philadelphia, Pennsylvania

May 2006



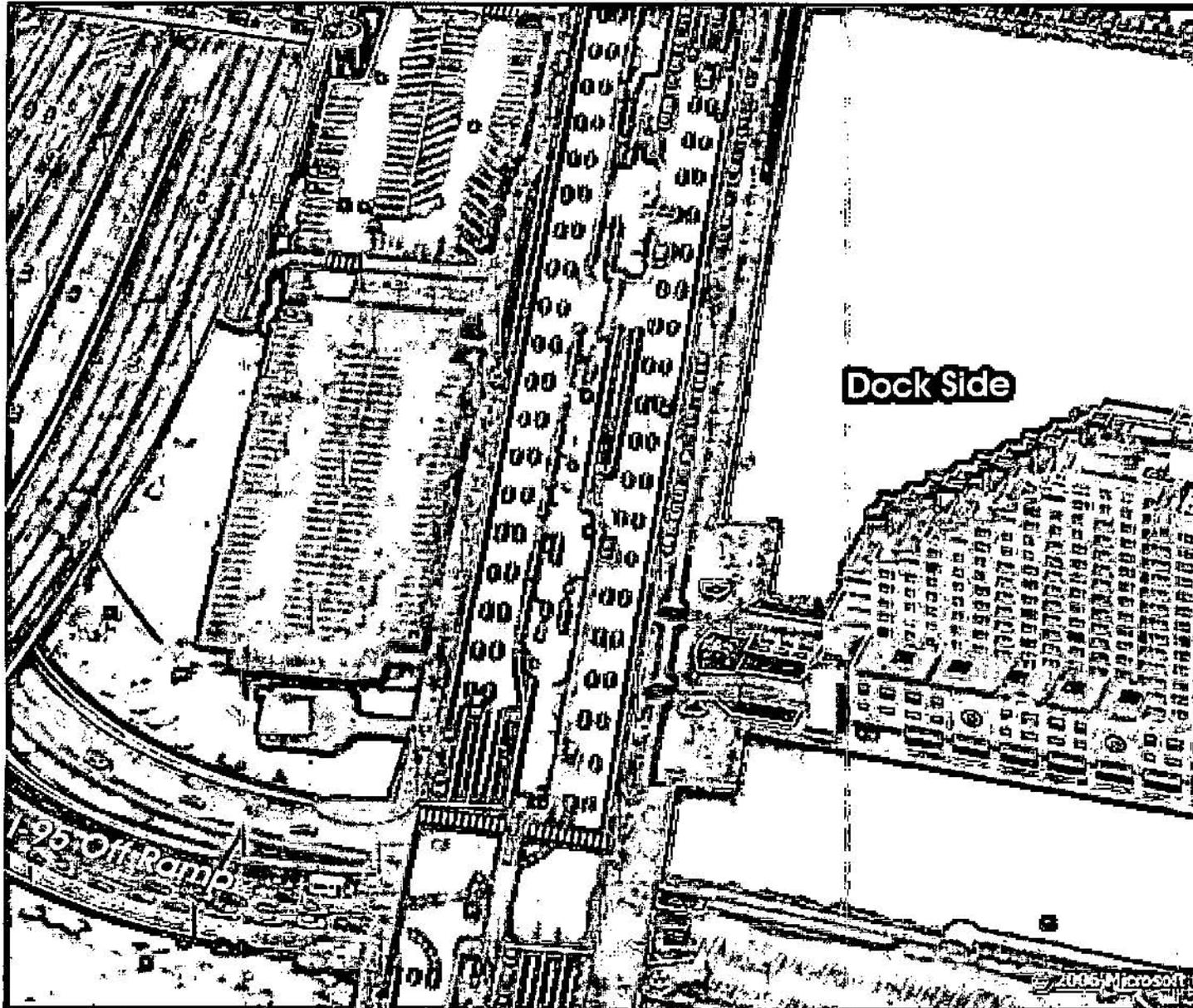


Existing Infrastructure – Dockside Area

Traffic Impact Study Review

Proposed Foxwoods Slots Parlor, Philadelphia, Pennsylvania

May 2006



ISSUES OF CONCERN

The following are issues of concern which were noted during the review of the preliminary and final traffic impact studies. This is not necessarily an exhaustive list due to the limited time available for this review.

1. The trip generation offered in the traffic report is based on assumptions of peak hour patronage as it relates to daily visitorship and average length of stay data which appears to be information that the casino operator supplied to ORA. Likewise, an assumption regarding vehicular occupancy ratios¹ was also made in regards to site patrons. The V.O. ratio was 2.0, which effectively has the result of reducing peak hour patron traffic volumes by 50%. **No source, justification, or study related to this assumed V.O. ratio is mentioned or offered in the study** other than the explanation that information regarding the casino was provided to ORA by the casino operator. Without a credible, unbiased source or justification for these assumptions, the conclusions of the report are open to question.
2. The trip generation rates associated with the second phase of development for the site (i.e., the addition of 2000 more slot machines) is expected to result in a 30% increase in Friday site traffic and a 40% increase in Saturday site traffic. **The increase in slot machines in Phase II is 67%**. No explanation is offered for why the assumed increase in traffic is significantly less than 67% nor is there any explanation of why Friday increases are expected to be less than Saturday increases.
3. The trip distribution model of the traffic study suggests that 15% of site traffic will be ultimately destined to / originate from points *north* along Christopher Columbus Boulevard. The report also offers that an equal amount of site traffic will be ultimately destined to / originate from points *south* along Christopher Columbus Boulevard, yet **the study did not**

¹ A V.O. ratio is a number greater than 1.0 and is an expression of the number of individuals occupying a typical vehicle. For example, a driver and one passenger equals a V.O. of 2.0. A V.O. ratio can be a fractional value since it represents the average of hundreds if not thousands of vehicles per day, on average.

include any intersections south of the site along that roadway². A number of significant, signalized intersections exists to the south of the site, including the Home Depot / Walmart Access immediately south of the site as well as Snyder Avenue further south.

4. The report offers trip generation estimates for four peak hours (see Final Report, Table II, page 5) but includes level of service analyses for only two of the four peak hours. The two hours analyzed are the “late afternoon” peak hours on Friday and Saturday. The **“late evening” peak hours are not analyzed in the traffic report**. As shown in Table II, “late evening” peak hours are generally twice as large as their “late afternoon” counterparts³.
5. The Technical Appendix of the final report includes 20 tables specifically related to the derivation of peak hour site traffic. In Table 1, it indicates the **patronage of the site (see the “Patrons In” column) between the hours of 5:00 PM and 12:00 midnight (seven hours total) is generally at least double that of the expected patronage between 3:00 and 4:00 PM – i.e., the “late afternoon” peak hour.**
6. A background growth rate of 4.2% is offered in the final traffic study. **A source or explanation for the background growth rate is not given.**
7. Several major condominium high-rise developments are planned to be constructed and/or are under construction along Christopher Columbus Boulevard. These developments include MarinaView and Dockside II among others and will result in additional traffic along Christopher Columbus Boulevard. It is estimated that well over 1,000 new condominiums will come on the market during the timing of Phase I of Foxwoods. **No specific mention of Christopher Columbus Boulevard condominium high-rise developments is made in the reports or technical appendices and the attendant increase in traffic is not considered.**

² The applicant’s study area included three intersections adjacent to the site and five intersections to the north of the site.

³ The Friday late evening peak hour is more than double (about 2.5 times) the Friday late afternoon peak hour while the Saturday late evening peak hour is approximately double (about 1.8 times) the Saturday late afternoon peak hour.

The reports' omission of Dockside II, a 200+ unit condominium development just blocks north of the site, is particularly notable.

8. FTA is unaware if the recently opened Columbus Commons shopping center (which includes IKEA) has any significant remaining approved square footage which has yet to be either occupied and/or constructed since its opening in the fall of 2004. It is believed that ORA may have conducted the traffic impact study for this land development application. **No mention of Columbus Commons' occupancy is made in the Foxwoods reports.** This information, as well as other *potential* new sources of traffic along Christopher Columbus Boulevard should be added to the study and considered. For example, the report does not mention the proposed redevelopment of 1000+ acres of former Navy Yard, also within a short distance of the site⁴.

⁴ See <http://www.nytimes.com/2006/05/31/realestate/commercial/31philly.html>

SUGGESTED ADDITIONAL EFFORTS BY THE APPLICANT

The following suggested additional efforts correspond to the above-numbered areas of concern.

1. The trip generation used in the report should be revisited. It should either be substantiated with additional credible and unbiased proof or evidence as to items such as vehicular occupancy or can be replaced with actual data from an existing, demonstrably comparable site.
2. The methodology for extrapolating trip generation from Phase I to Phase II should be explained, particularly in light of the 67% increase in the number of slot machines.
3. The traffic study should be revised to include an analysis of the southern intersections noted above, at a minimum.
4. "Late Evening" peak hour analyses should be conducted.
5. While it appears that existing traffic along Christopher Columbus Boulevard may 'peak' at or about 3:00 PM, traffic volumes after 5:00 PM remain substantial and the combination of site traffic and existing traffic will likely result in total future traffic volumes which are highest after 5:00 PM, thus suggesting that an analysis of both an 'early evening' and a 'late evening' should be incorporated in a revised traffic impact study for the site.
6. Center City has witnessed a renaissance of sorts both in terms of housing (new single families as well as several large condominium high rise developments) and office space in recent years and much of this new development either is vacant / partially vacant or remains to be constructed and occupied. Many roadways within and surrounding Center City will witness some increases in traffic as a result of this development and this development alone (coupled with perhaps some regional population growth) will likely constitute the 4.2%

background growth utilized in the ORA traffic impact study. Although unsubstantiated, this number appears reasonable when used for the development described. It is suggested that the applicant 'reclassify' or clarify that this 4.2% background growth rate is only meant to address regional background population increases as well as redevelopment activities in Center City. In addition to the clarification of the 4.2% background growth rate, "other development" traffic for significant developments in the immediate study area should be addressed and identified as individual traffic generators (see next item).

7. Several major condominium high-rise developments are planned to be constructed and/or are under construction along Christopher Columbus Boulevard. Traffic studies associated with Christopher Columbus Boulevard developments should be gathered, reviewed, and incorporated as appropriate in the Foxwoods report. If traffic studies were not prepared, the Foxwoods traffic report should include some brief analysis/projection of each of these "other developments" as separate traffic generators (in addition to the 4.2% background growth rate described above) for inclusion in the Foxwoods report.
8. The occupancy / approved square footage of Columbus Commons should be researched and incorporated into the Foxwoods traffic impact study as a separate "other development" if warranted.

A WORD ABOUT A NEW INTERSTATE 95 OFF RAMP

The ORA report offers a number of suggested road improvements, including a suggestion that the construction of a new Interstate 95 southbound off ramp at or near the site (e.g., the "Dickinson Ramp") would ultimately help achieve the goal of improving traffic conditions to the point that post-development conditions would be an improvement over existing conditions in terms of traffic congestion and delay. The report further states that a new Interstate 95 southbound off ramp would require a number of approvals from various agencies as well as "buy in" from the local community.

It is difficult if not impossible to comment on the adequacy of the proposed road improvements without first having a resolution to the many points of concern identified above. The combined effect / outcome of the requested and suggested additional investigations – if and when conducted by the applicant or some other entity – could easily warrant additional road improvements, some of which are assumed to be unbuildable. Even the applicant's traffic study admits that for some sections of Christopher Columbus Boulevard, "wholesale widening of Christopher Columbus Boulevard is unlikely."

It should be noted that the construction of a new ramp to a limited access highway such as Interstate 95 requires several steps of documentation and approvals, including a Point of Access study, environmental clearances, sound wall studies, and various other due diligence investigations before actual design documents could be ordered and drawn. Of course, funding is also a requirement. A Point of Access study alone would take 12-18 months to complete and likely require \$75,000 to 100,000 to prepare. The additional studies would probably also be comparable in terms of timing and cost. As proposed by the applicant, the ramp itself appears to be complex and costly to construct and FTA makes a gross estimate that the entire process would require a minimum of five (5) years of study, design, and property acquisition (if needed) and another two (2) years of construction, making the earliest one could reasonably expect a ramp to be constructed and opened to

be about the year 2014. FTA makes a gross estimate that the entire cost of the ramp, including construction and all the requisite studies, would be on the order of \$15,000,000 or more. Of course, said ramp is not currently budgeted in any road improvement program at PENNDOT, so the source of funding is unidentified. The time required to secure the monies required for the project could also add time to the overall schedule.

It should be noted that the applicant's traffic studies seem to suggest that a new Interstate 95 southbound off ramp near the site is not a requirement for Phase I approval nor is it a requirement for Phase II approval, although the "final" traffic impact study does state that a new Interstate 95 southbound off ramp near the site would greatly aid in reducing traffic congestion along Christopher Columbus Boulevard, especially during Phase II in year 2010. Since some key issues including trip generation assumptions, vehicular occupancy rates, and the peak hours chosen to be examined have been called into question, it is possible that the "Dickinson Ramp" *may be a requirement* (rather than a suggested improvement) of the Phase II roadway improvement program. In fact, the ramp may even be required at Phase I which would appear to be impossible by 2008.

In light of the many questions and uncertainties surrounding a new Interstate 95 southbound off ramp, it would be imprudent for the PGCB to rely on this road improvement to provide any relief or mitigation of traffic congestion associated with this project. At least some degree of confidence could be obtained if the applicant would supplement its study to contain a detailed description of the project costs (and funding sources) and project schedule associated with this proposal. Additional information should be provided by the applicant about the required community "buy-in," as the Riverfront Communities United coalition (RCU) advises that the battles over the initial development of Interstate 95 has not left the communities with an interest in additional governmental condemnations.

5 The "final" traffic impact study includes level of service analyses both with and without the Dickinson Street ramp in place under year 2010 conditions but does not include any commitment on behalf of the applicant to construct the ramp.

CONCLUSIONS

For RCU or the PGCB to be able to make meaningful and informed decisions as to the traffic issues related to Foxwoods existing at this location, the traffic impact studies conducted for Foxwoods should be expanded and/or revised to provide additional, arguably more conservative analyses. Some additional intersections should be analyzed, trip generation should – at a minimum – be further substantiated if not revised to include a lower patron vehicular occupancy ratio, additional peak hours should be incorporated into the analyses, background growth should be bolstered, and site-specific other development traffic should be included. It is also submitted that any mention or inclusion of a new Interstate 95 partial interchange should be omitted since there is currently no consideration for such a project on the region's TIP₆, nor is there any funding in place. The end result of the suggested study expansion and revisions could result in the finding that additional road improvements are required and/or a reduced buildout of the site should be pursued, if the project even remains viable at this proposed location. Accordingly, FTA would advise that the PGCB delay any ruling on the matter until such additional analyses are completed and findings are presented and reviewed.

**TABLE 1 PHASE I ARRIVAL & DEPARTURE HOURLY DISTRIBUTION
FRIDAY**

Hour Beginning	% In	Patrons In	4-Hour Av. Patron Stay	
			% Out	Patrons Out
6:00 AM	0.33	66.6	4.33	867
7:00 AM	0.33	66.6	0.67	133
8:00 AM	0.33	66.6	0.67	133
9:00 AM	1.50	300	0.67	133
10:00 AM	4.25	850	0.33	67
11:00 AM	4.25	850	0.33	67
12:00 noon	4	800	0.33	67
1:00 PM	4	800	1.50	300
2:00 PM	4	800	4.25	850
3:00 PM	4	800	4.25	850
4:00 PM	4	800	4	800
5:00 PM	8	1600	4	800
6:00 PM	8	1600	4	800
7:00 PM	7	1400	4	800
8:00 PM	7	1400	4	800
9:00 PM	8.75	1750	8	1600
10:00 PM	8	1600	8	1600
11:00 PM	7.25	1450	7	1400
12:00 midnight	4.33	867	7	1400
1:00 AM	4.33	867	9	1750
2:00 AM	4.33	867	8	1600
3:00 AM	0.67	133	7	1450
4:00 AM	0.67	133	4.33	867
5:00 AM	0.67	133	4.33	867
24-hour	100	20000	100	20000

TABLE 2 PHASE I BUSES - FRIDAY

Hour Beginning	Bus		Bus	
	# Buses In	Patrons In	# Buses Out	Patrons Out
6:00 AM				
7:00 AM				
8:00 AM				
9:00 AM				
10:00 AM	15	600		
11:00 AM	15	600		
12:00 noon	15	600		
1:00 PM				
2:00 PM				
3:00 PM	2	80		
4:00 PM	2	80	15	600
5:00 PM			15	600
6:00 PM			15	600
7:00 PM				
8:00 PM	1	40		
9:00 PM			2	80
10:00 PM			2	80
11:00 PM				
12:00 midnight			1	40
1:00 AM				
2:00 AM				
3:00 AM				
4:00 AM				
5:00 AM				
24-hour	50	2000	50	2000

TABLE 3 PHASE I AUTO PATRONS - FRIDAY
Assume 2 Persons/Auto

Hour Beginning	Cars		Auto	
	In	Patrons In	Out	Patrons Out
6:00 AM	33	67	433	867
7:00 AM	33	67	67	133
8:00 AM	33	67	67	133
9:00 AM	150	300	67	133
10:00 AM	125	250	33	67
11:00 AM	125	250	33	67
12:00 noon	100	200	33	67
1:00 PM	400	800	150	300
2:00 PM	400	800	425	850
3:00 PM	360	720	425	850
4:00 PM	360	720	100	200
5:00 PM	800	1600	100	200
6:00 PM	800	1600	100	200
7:00 PM	700	1400	400	800
8:00 PM	680	1360	400	800
9:00 PM	875	1750	760	1520
10:00 PM	800	1600	760	1520
11:00 PM	725	1450	700	1400
12:00 midnight	433	867	680	1360
1:00 AM	433	867	875	1750
2:00 AM	433	867	800	1600
3:00 AM	67	133	725	1450
4:00 AM	67	133	433	867
5:00 AM	67	133	433	867
24-hour	9000	18000	9000	18000

TABLE 4 PHASE I EMPLOYEES - FRIDAY

Hour Beginning	Driving In 70%		Driving Out 70%	
	Total In	Driving In 70%	Total Out	Driving Out 70%
6:00 AM				
7:00 AM			105	74
8:00 AM	136	95	104	73
9:00 AM	136	95		
10:00 AM	136	95		
11:00 AM				
12:00 noon				
1:00 PM				
2:00 PM				
3:00 PM	111	78		
4:00 PM	111	78	136	95
5:00 PM	111	78	136	95
6:00 PM			136	95
7:00 PM				
8:00 PM				
9:00 PM				
10:00 PM				
11:00 PM	105	74		
12:00 midnight	105	74	111	78
1:00 AM			111	78
2:00 AM			111	78
3:00 AM				
4:00 AM				
5:00 AM				
24-hour	951	666	951	666



F. Tavani and Associates, Inc.
Traffic Engineering and Planning

FRANK TAVANI, P.E., PTOE

Principal

EDUCATION

Bachelor of Civil Engineering, Rensselaer Polytechnic Institute, 1993

PROFESSIONAL REGISTRATIONS AND CERTIFICATIONS

Registered Professional Engineer (PE) in the states of Pennsylvania, New Jersey, and Florida
Registered Professional Traffic Operations Engineer (PTOE)

MEMBERSHIPS

Institute of Transportation Engineers
Urban Land Institute
Greater Valley Forge Transportation Management Association
Delaware Valley Engineers Week Council
Engineers' Club of Philadelphia

DETAILED EXPERIENCE

Mr. Tavani is the Founding Principal of F. Tavani and Associates, Inc. (FTA). His experience spans well over 12 years during which he has participated in a wide range of projects including: traffic impact studies, circulation studies, corridor improvement studies, parking studies, and master planning studies. He has served the needs of developers, townships, municipalities, and states. Highlights of Mr. Tavani's experience include:

- **Worthington, East Whiteland Township, Pennsylvania**
Mr. Tavani served as the Principal-in-Charge for a traffic impact study of an ambitious redevelopment project in Chester County. A former steel mill located along the Route 29 corridor was examined as a potential rezoning project featuring a premier "live-work-play" community featuring 600 residential-over-retail units, 500,000 SF of retail space, and 700,000 SF of office space. Working with several consultants, Mr. Tavani assisted in moving the project through PENNDOT and played a key role in developing the project's offsite road improvements, which totaled over \$4 million.
- **Lower Merion School District High Schools, Lower Merion Township, Pennsylvania**
Mr. Tavani and FTA are currently assisting the Lower Merion School District (LMSD) with traffic impact and parking assessment studies for two new high schools. Slated as replacements for the aging Lower Merion High and Harriton High schools, each building will serve 1,250 students and face unique challenges through the land development process, especially where impervious cover and parking requirements are concerned.



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- **Rockford Falls, City of Wilmington, Delaware**
Mr. Tavani serves as Principal-in-Charge of a challenging redevelopment of a former textile mill in the Rockford Park section of Wilmington, Delaware. The abandoned mill is envisioned by a local developer to become a premier community of several hundred condominium units along the Brandywine Creek.
- **Bryn Mawr Hospital, Lower Merion Township, Pennsylvania**
Lankenau Hospital, Lower Merion Township, Pennsylvania
Bryn Mawr Rehabilitation Hospital, Willistown Township, Pennsylvania
Mr. Tavani and FTA represent three local hospitals owned by Main Line Health. Each is a unique property with unique traffic concerns. Bryn Mawr Hospital and Lankenau Hospital are both active projects where the potential for significant expansion is under study. The former is located in a more "urban" setting whereas the latter is the focus of special concern since the entire facility is currently served by only one driveway along Lancaster Avenue in Lower Merion Township.
- **Hill View Retirement Community, Valley Township, Pennsylvania**
Construction of this retirement community began in 2004 and is located near Coatesville on a parcel of approximately 200 acres. The proposed community will be home to approximately 1,500 retirees aged 55 and over. An unusual aspect of this land development application was the parcel itself – about two thirds of which is in Caln Township and one third of which is in Valley Township. This required extensive additional hearings, testimony, coordination, and interdependency among the two municipalities, all of which is an uncommon challenge.
- **USPS Distribution Hub, Philadelphia, Pennsylvania**
Mr. Tavani assisted the United States Postal Service (USPS) through the conduct of traffic engineering services for the proposed USPS Philadelphia Processing and Distribution Center and Vehicle Maintenance Facility. The former distribution facility was located at 30th and Market Streets in downtown Philadelphia and the new site is located in Southwest Philadelphia, minutes from I-95 and the Philadelphia International Airport. The new facility is expansive in all senses of the word. The facility is the largest building under one roof in Philadelphia and employs over 4,000 people, features 150 truck loading docks, and generates about 5,000 truck trips per day. The facility is expected to process over 3,000,000,000 pieces of mail annually. Any operation of this scale has considerable traffic impacts. Mr. Tavani identified ways to resolve critical traffic concerns of both the client and neighborhood residents. After several meetings with City officials, a traffic plan evolved that included the construction of several new intersections, driveways, and thoroughfares.
- **Villanova University, Radnor Township, Pennsylvania**
Mr. Tavani and FTA are assisting Villanova University with traffic planning for several of its contemporary long-term capital improvement projects including traffic impact studies and site access management studies of a proposed new School of Law as well as a proposed new Athletic Facility for its Varsity Basketball Team.



F. Tavani and Associates, Inc.
Traffic Engineering and Planning



- **SEPTA Exton Rail Station, West Whiteland Township, Pennsylvania**
 Mr. Tavani and FTA are assisting SEPTA through the conduct of a traffic study of the potential benefits as well as impacts of expanding a parking lot serving a busy train station in Chester County along the Route 100 corridor.

OTHER EXPERIENCE

In addition to the detailed experience listed above, Mr. Tavani's has also represented many other clients which span several industries and types of development, including retail, residential, pharmaceutical, manufacturing, finance, and hospitality industries. In addition to those listed above, some other clients for whom Mr. Tavani has worked include:

Wolflington Properties	Arby's	Infiniti of Ardmore
Aqua America	Play & Learn	Honda of Ardmore
Merck	Eastern University	Sports Authority
Qdoba	Princeton University	Stonebridge Associates
Ninety-Nine Restaurant & Pub	Saunders House	SAP America
St. Joseph's University	Heritage Building Group	Giant Supermarkets
Fresh Fields	IKEA	Pennsylvania National Bank
Peter Batchelor Architects	Main Line Health	and various local churches
Starbucks	SEPTA	as well as synagogues

In addition to working on behalf of developers, businesses, and institutions, Mr. Tavani and FTA have also had experience in reviewing traffic studies and submittals on behalf of townships and municipalities, including Cheltenham Township, Montgomery County, Pennsylvania.

TEACHING AND LECTURING

Mr. Tavani occasionally is a guest lecturer at local universities covering topics of traffic engineering and roadway design as both apply to land development and expert witness questioning and preparation.

VOLUNTEERING AND ACTIVISM

Mr. Tavani has been a member of the Delaware Valley Engineers Week Council since 2003 and actively participates in assisting in the oversight of the celebration of "Engineers Week" which is held every February. This group also participates with local schools and fosters interest in engineering through many programs and activities, including Future City competitions in southeastern Pennsylvania, southern New Jersey, and Delaware.

Locally, Mr. Tavani has served his community through participation in local neighborhood fundraising, clean up efforts, and has also served on three Home Owners Associations executive boards.

Riverfront Communities United
Philadelphia, PA
Exhibit No. 1
Power Point Presentation (Bound Hard Copy)

Comments to be Included
in the Evidentiary Record of
Public Input Hearings,
Pennsylvania Gaming Control

Submitted by Riverfront Communities Un
June 2, 2006

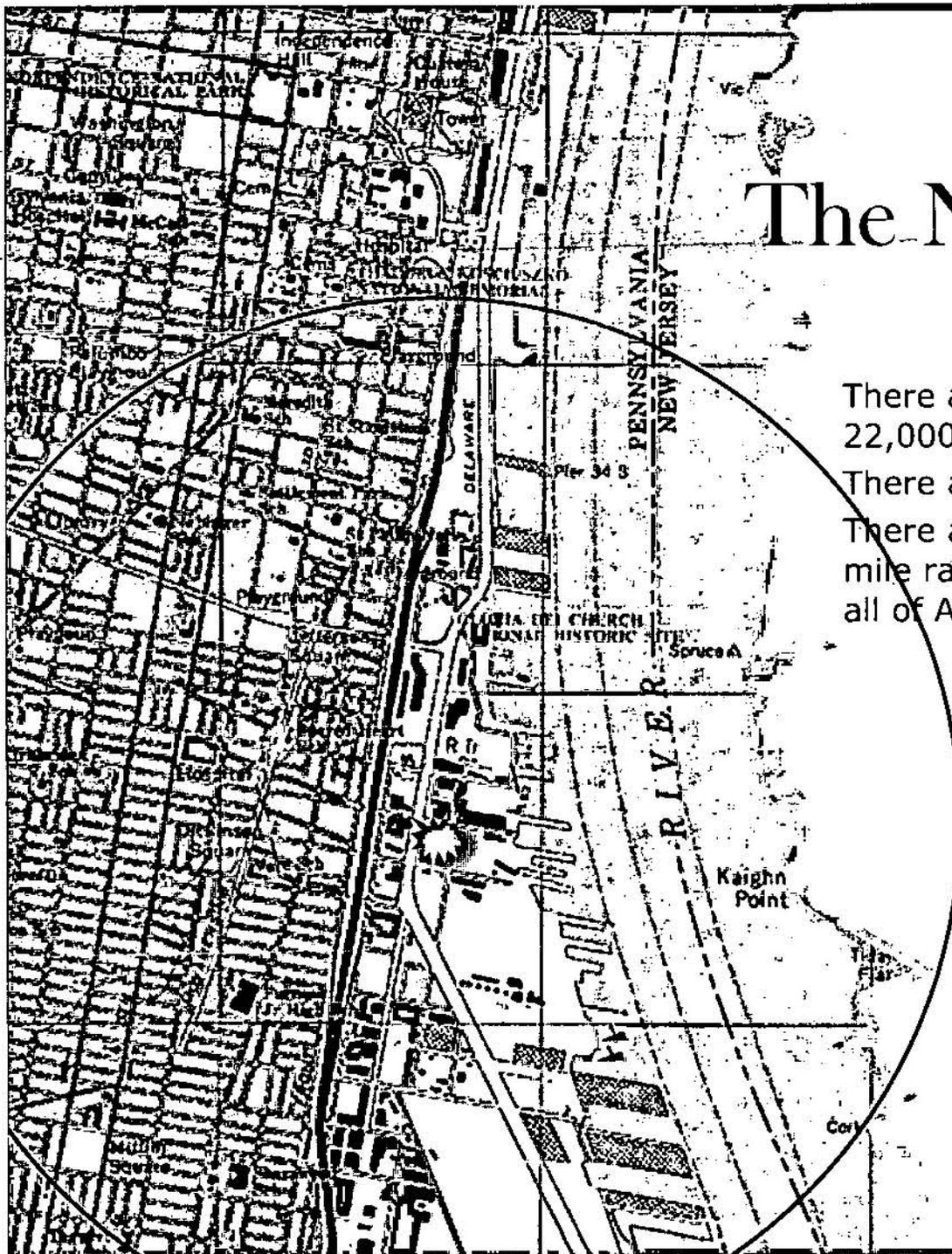


This is not the site for a casino

We the members of the Communities United Coalition oppose the casino on the east side of Columbus between Reed and Tasker. We believe this is the best site for a casino. They show you why.

- ✓ Streets around the area are too narrow to handle the increased traffic.
- ✓ Real estate values will drop during the current building boom.
- ✓ The quality of life will be degraded due to air, noise and traffic.
- ✓ Most importantly, they will destroy our historic neighborhood forever.

Look at it. Look at the traffic application to Philadelphia and the Urban and Development Partnership Development Company.

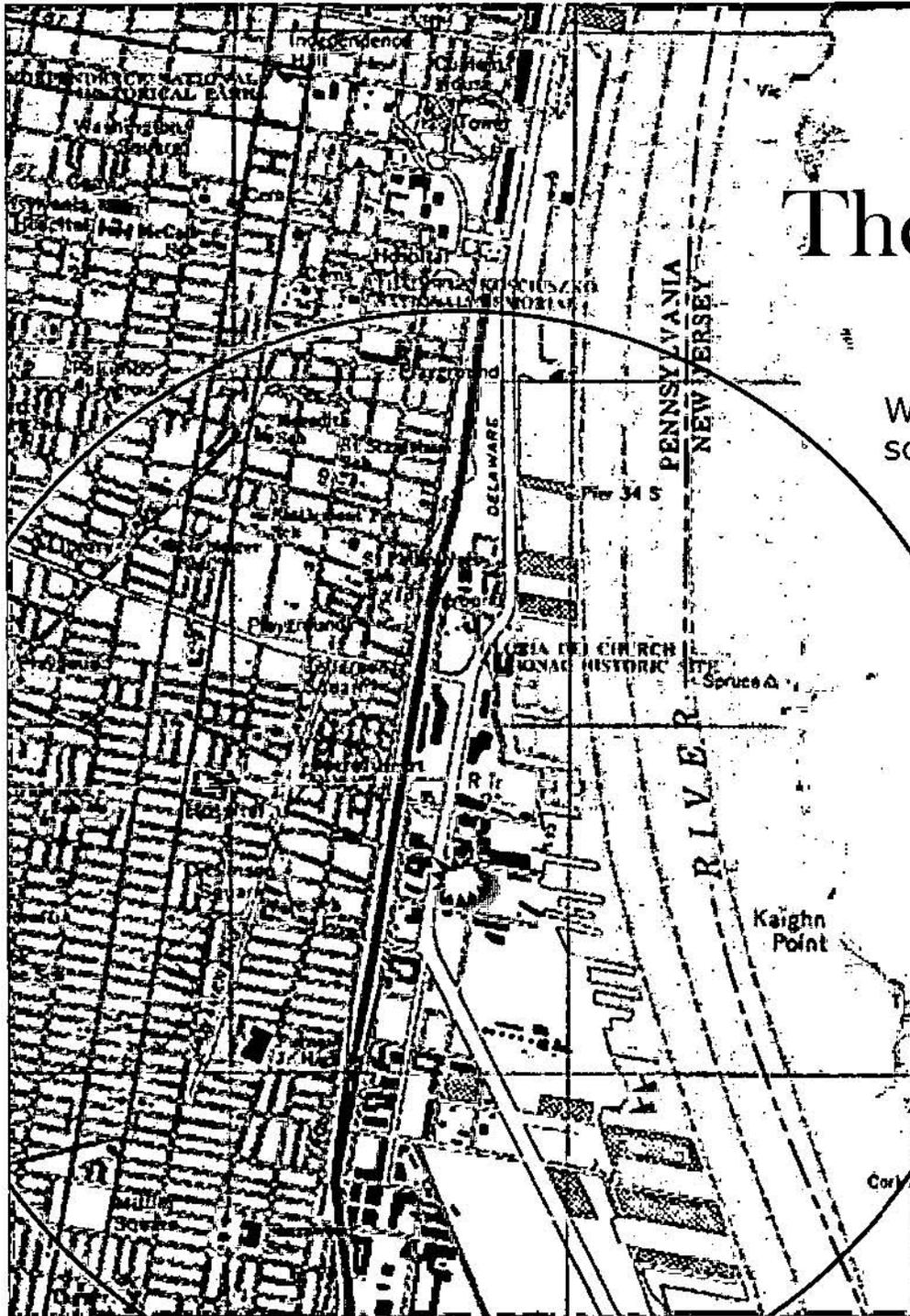


The Neighbo

There are over 55,000 people and
22,000 households.

There are over 25,000 households.

There are more people living in this
one-mile radius of the proposed area
than all of Atlantic City.



The Neighbors

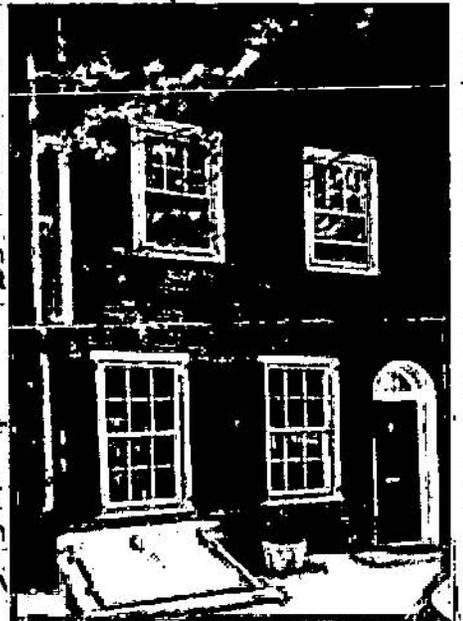
Within a one mile radius
schools.

- ✓ Meredith School
- ✓ Settlement Park School
- ✓ Nebinger School
- ✓ Kirkbride School
- ✓ Sacred Heart School
- ✓ Vare School
- ✓ Furness Junior High
- ✓ Sharswood School
- ✓ Taggart School
- ✓ Jackson School
- ✓ Neumann Goretti High
- ✓ Bok Vocational School
- ✓ Read School
- ✓ Christopher Columbus



The Neighbor

It is a neighborhood developed in colonial times—unique and historic.





The Neighbo





Two Street in Pennsport
of the Mummers' clubs—
hundred years old and u





Myth:

"One likely economic an we do not attempt to m potential increase in pro area surrounding the ca believe the investment a operations of the projec more attractive, increas both residential and com entertainment) land use would either induce new development and/or incr land in the area. In eithe translate into an increas neighboring landowners, residential or commercia

From Supplement to and Entirety —The Report fil Philadelphia on Decemb pursuant to 58 PA Code Philadelphia Entertainm Development Partners, D/BA Foxwoods Casino



Truth:

"A casino this close to the city will halt future and planned development and will kill jobs."

Prominent Queen Village resident of Rensselaer County Kathy Conroy

Research from the University of Nevada suggests that a typical Philadelphia homeowner living within a mile of a casino will see his home's value decrease by \$9,638 and \$2,032. Halpern estimates the total loss of property values is more than \$109,405,454. Most of this is due to increased traffic, and air pollution and noise.

The Las Vegas studies show that the loss of value was a real problem because there was a buffer of 20 miles between the casinos and the city.

Here the difference is



Truth:

Crime increases near

In their proposal Foxwo
neighborhood crime incr
increased population.

The Third and Fourth Po
bear the brunt of this cr

Currently the Fourth Di
lowest crime rates per c
This is attributed to com
participation with the po
watches, and stable nei
have existed for decade

If slots are introduced in
neighborhood, this will-r



Myth:

"The Area within the 1-r shows a median family income under \$33,000 (2000 Census) although generally a low income area, there are several clusters of high income households. Unemployment rates above 10% create a need for the new jobs to be created."

From Supplement to and
Entirety—The Report filed
Philadelphia on December
pursuant to 58 PA Code
Philadelphia Entertainment
Development Partners, L
D/BA Foxwoods Casino



Truth:

This community is

There are 'big box' retailers, supermarkets as well as family-owned businesses and family-owned businesses that have invested significantly in the area. Median sale prices of homes in the 19147 zip code range from 2005-2006 to a high of \$550,000. Newly constructed homes in the 19147 zip code range in price from \$550,000 to \$1 million and up.

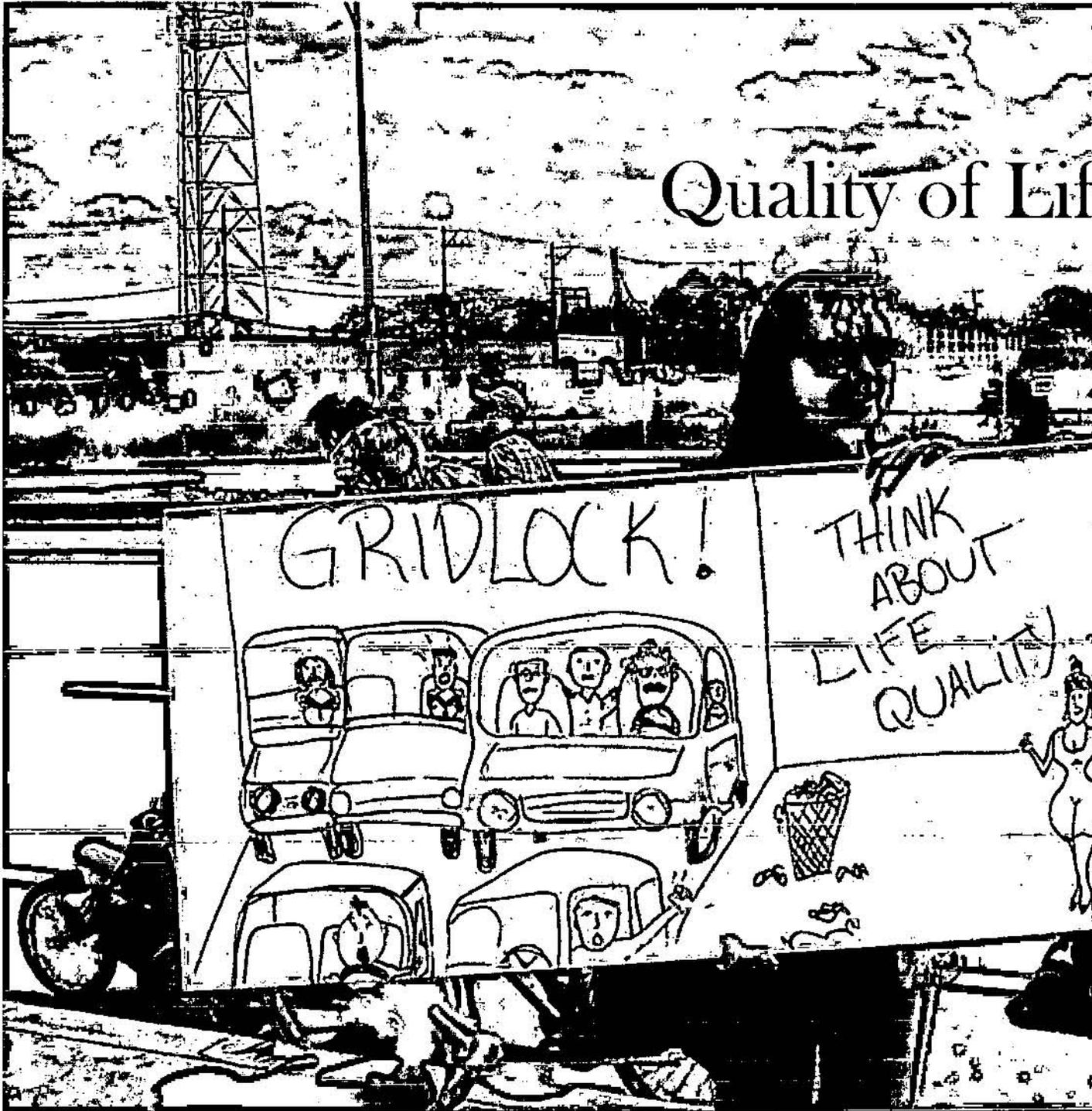
Sources: Philadelphia Market Report and Queen Village realtor Kathy Conway



Truth:

The area is attracting
Jersey and New York
The *New York Times*
Sixth Borough'—many
residents prefer the
life along the Delaware
transplanting here and
businesses.

**Introduction of a
poison.**

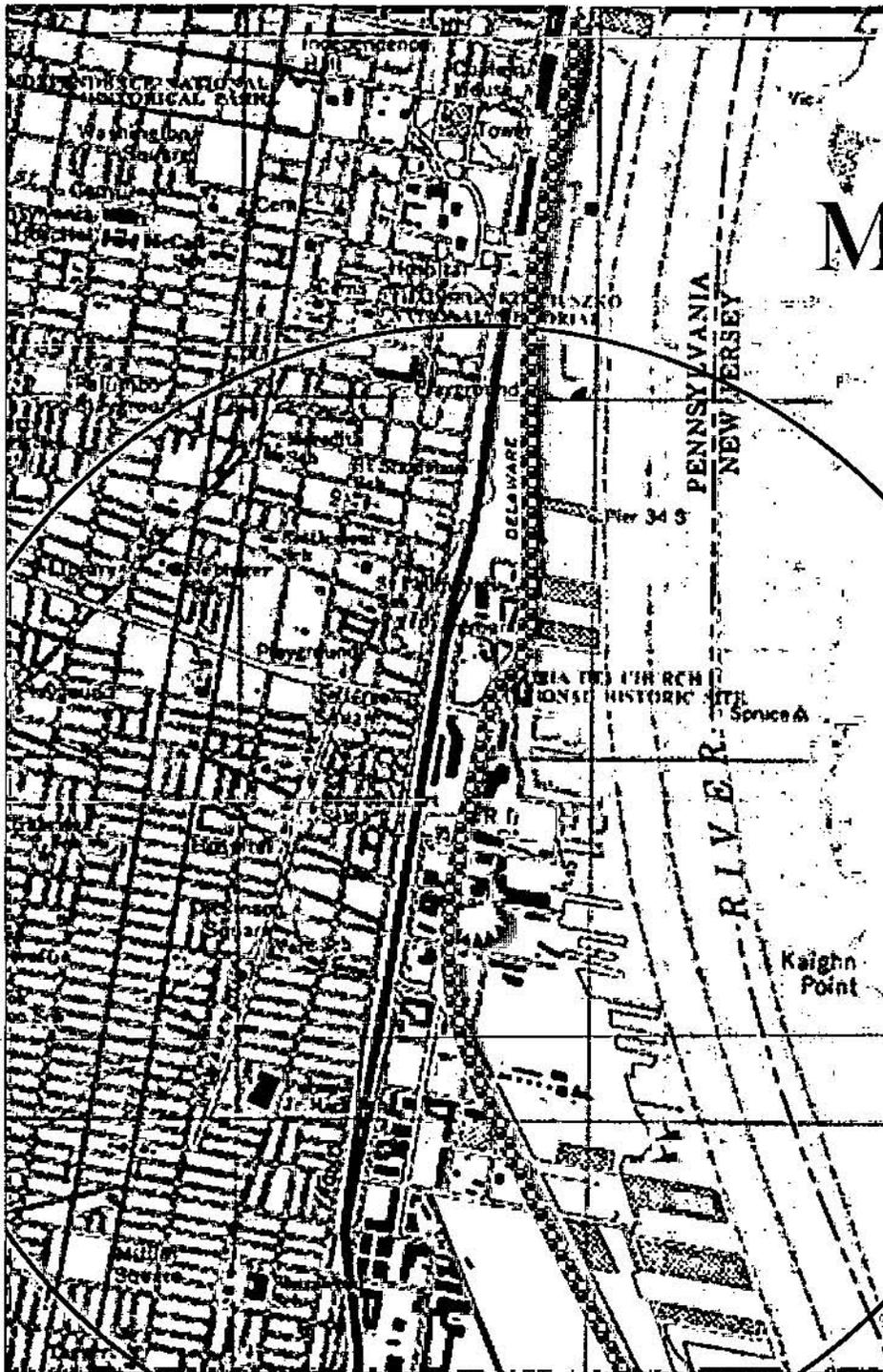




Myth:

"The PEDP site is highly accessible from the northeast and southwest via I-76, Franklin and Walt Whitman, New Jersey, and, via I-76, City Expressway. The vast majority of traffic will access the site via Columbus Boulevard, thus limiting congestion on local roads."

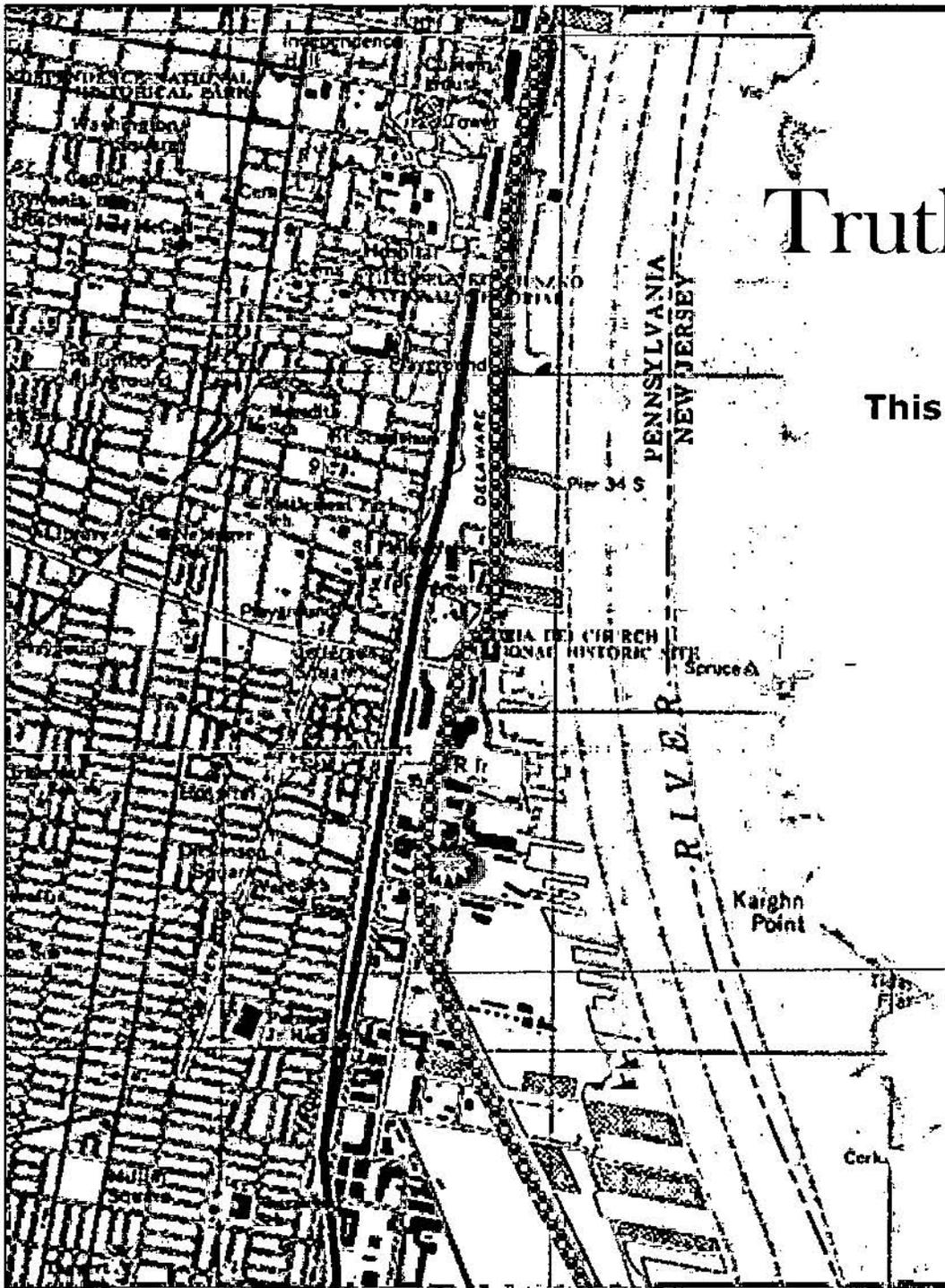
PEDP retained experts to conduct a comprehensive traffic study. They have developed solutions to mitigate the incremental traffic additions this project will generate, existing-road-infrastructure, and them compared to existing conditions."



Myth:

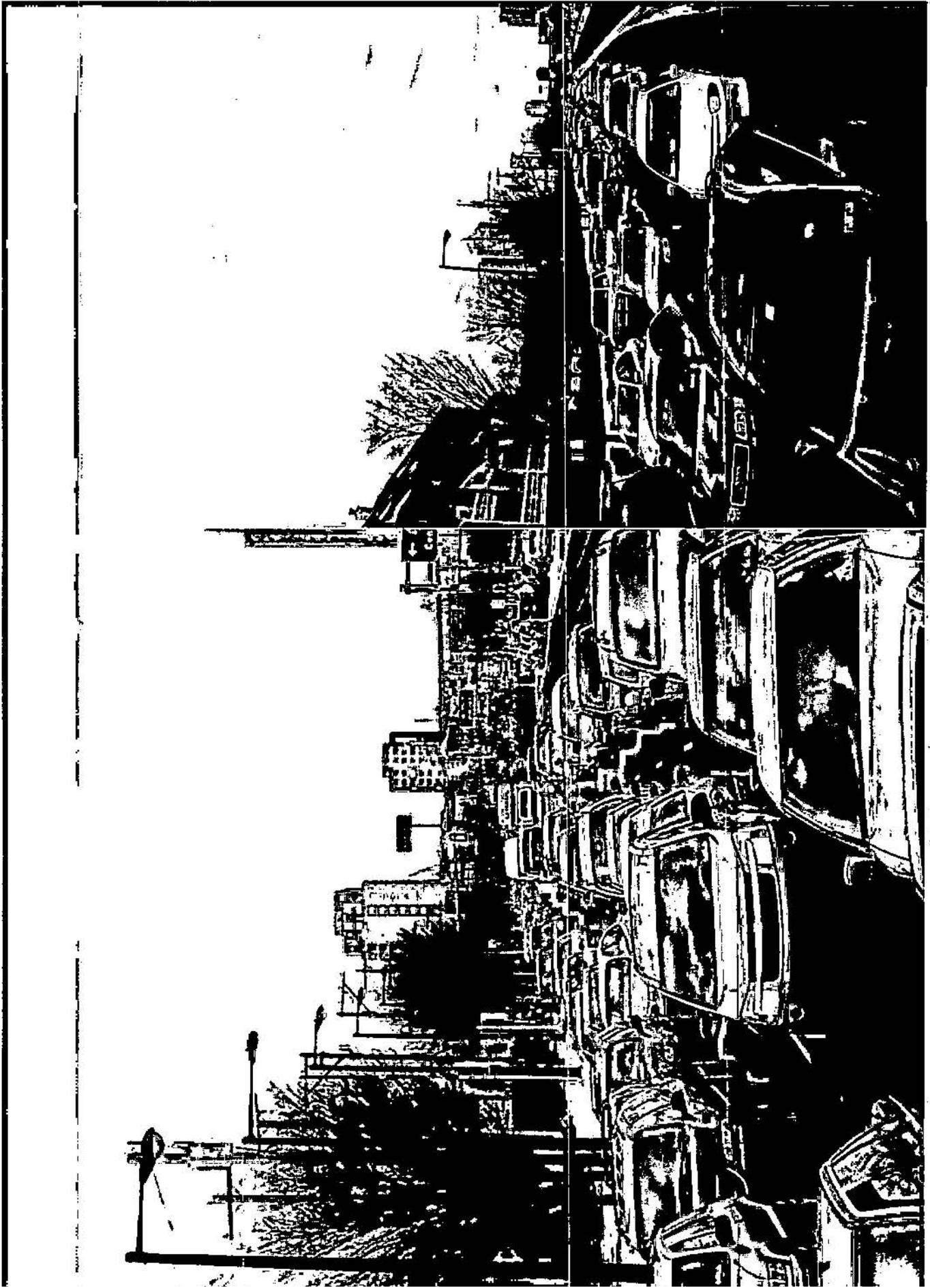
*"...For instance, PEDP vi
providing an opportunity
significant traffic to app
the south, thereby helpi
congestion to the benefi
Retailers to the south
- Nearby neighborhood re
Penn's Landing and poi
Center City access to th*

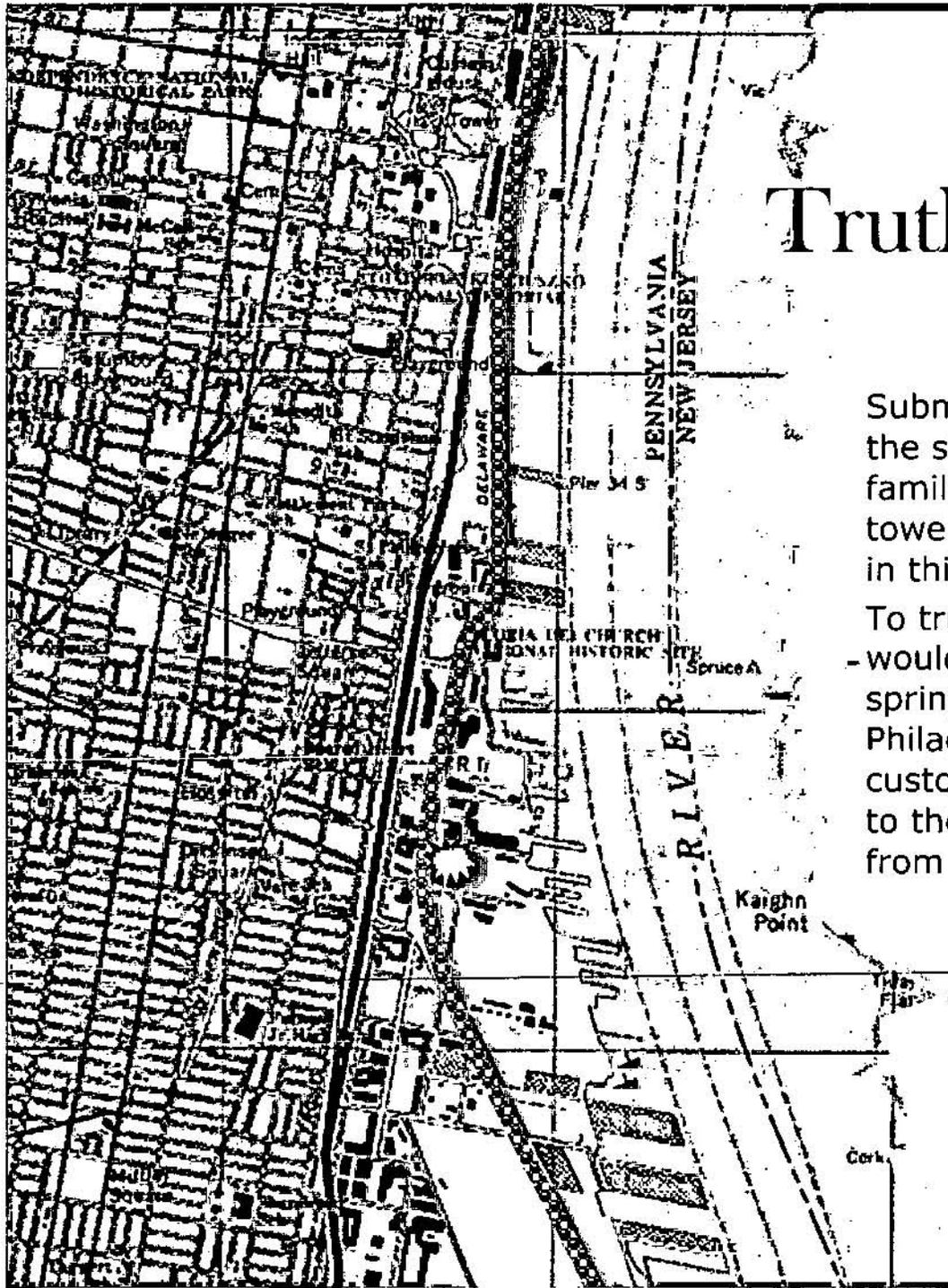
From Supplement to and
Entirety—The Report file
Philadelphia on Decemb
pursuant to 58 PA Code
Philadelphia Entertainme
Development Partners, I
D/BA Foxwoods Casino I



Truth:

This is fantasy.





Truth:

Submitted studies do not show the significant number of family residential and high-rise towers under construction in this community and area. To truly reflect the traffic - would have to be complete in spring and summer. The Philadelphia Cruise Lines would allow an E to the embarkation site - from the proposed casino



Truth:

Current traffic conditions at Co
Washington Avenue at weekda

Approach/Intersection	
Southbound	
Northbound	
Westbound	
Eastbound	
Intersection	

Level of Service:
 C—little delay and good roadway a
 conditions.
 D—delay and congestion noticeabl
 E—higher level of delay and conge
 F—long queue lengths occur on ap
 intersection. Drivers have to wait
 of traffic signal to travel through in

Source: Final Report; Philadelphia G
 Co



Truth:

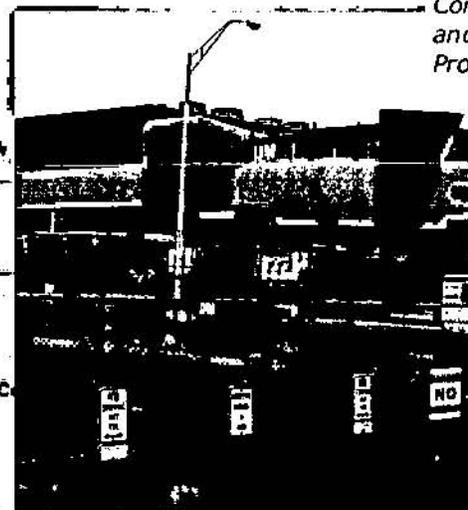
On weekdays, the inters
On weekends, the inters
Boulevard and Washing
handles 45,000 cars per
This will increase by an
more cars per day by th
of the casino project.

There are no steps that
additional traffic a casin
This will result in a nega
economic health, emerg
tourism.



Truth:

Foxwoods intends Columbus to be used for casino buses with already overloaded bus routes, pedestrians at the corner, and a frei



Cor
and
Pro



Truth:

There will be additional narrow neighborhood streets in the Colonial era to accommodate pedestrians.

Foxwoods proposes an opening at the end of this street, Dickinson Street and the neighborhood for years.

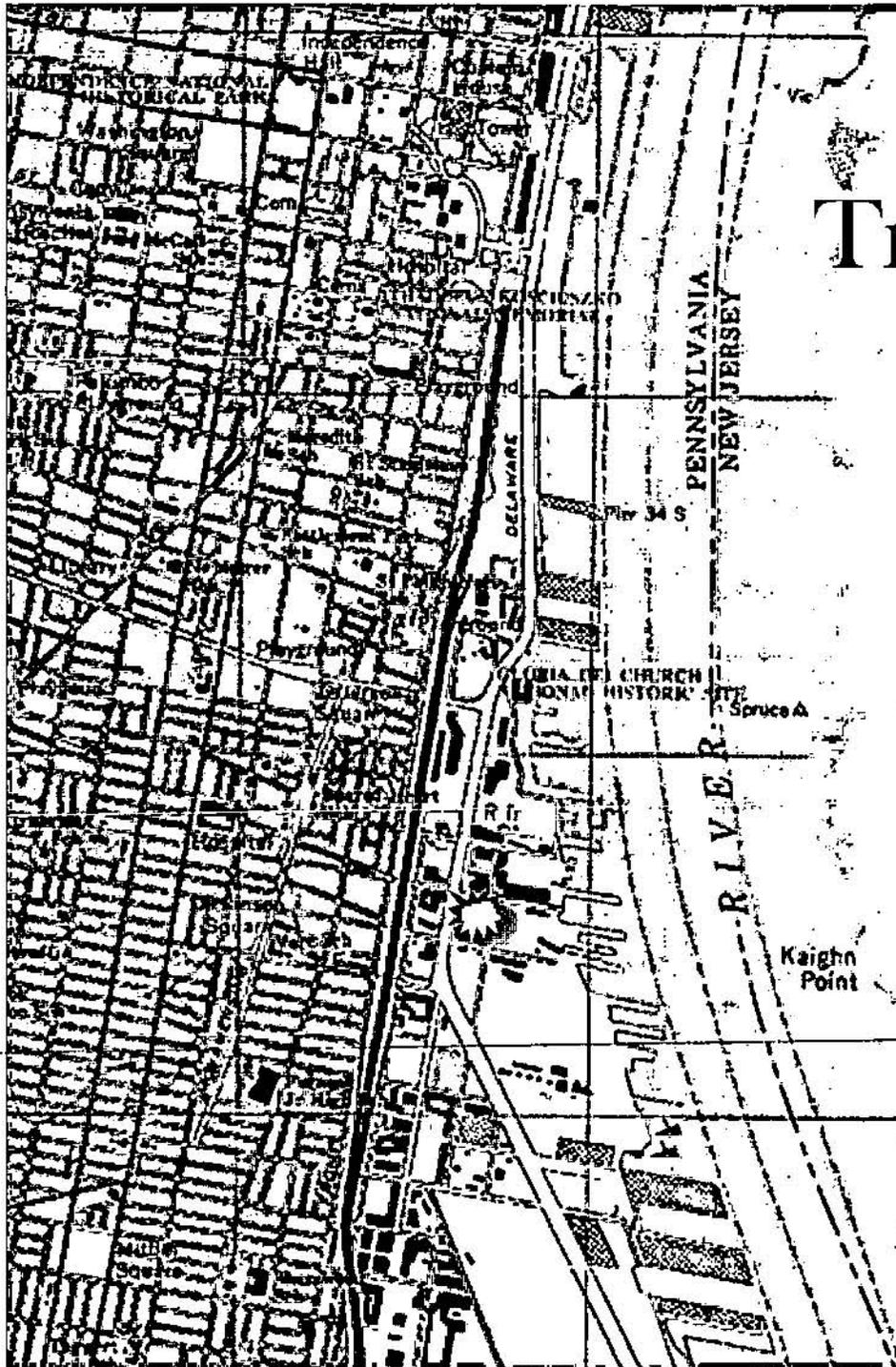




Myth:

"...the proposed casino and its use is compatible with the historic district and the port related land use to the riverfront to the south, a strong buffer between the casino and more entertainment and recreation to the north of the site."

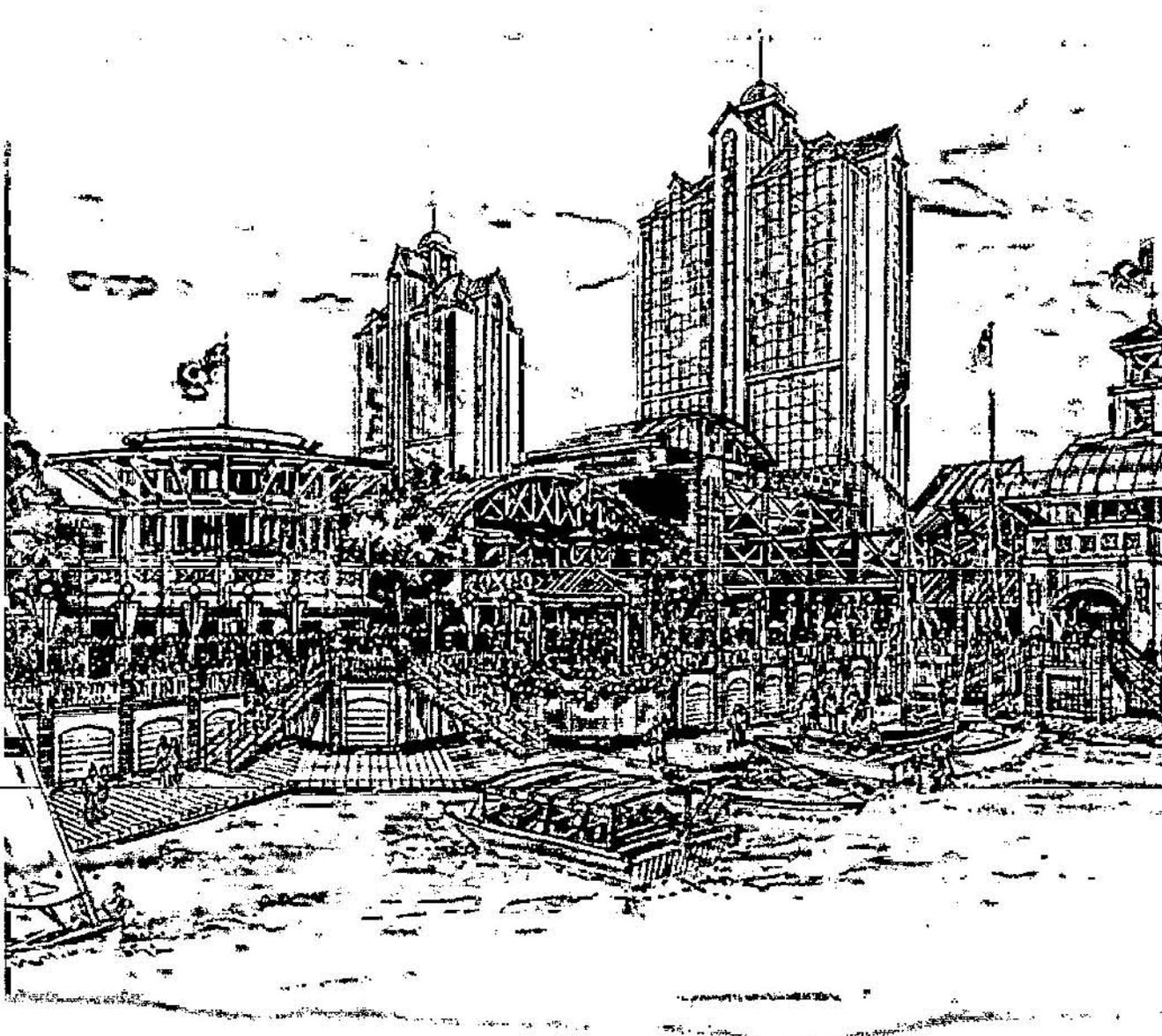
From Supplement to an...
Entirety—The Report file...
Philadelphia on Decemb...
pursuant to 58 PA Code...
Philadelphia Entertainme...
Development Partners, I...
D/BA Foxwoods Casino I...

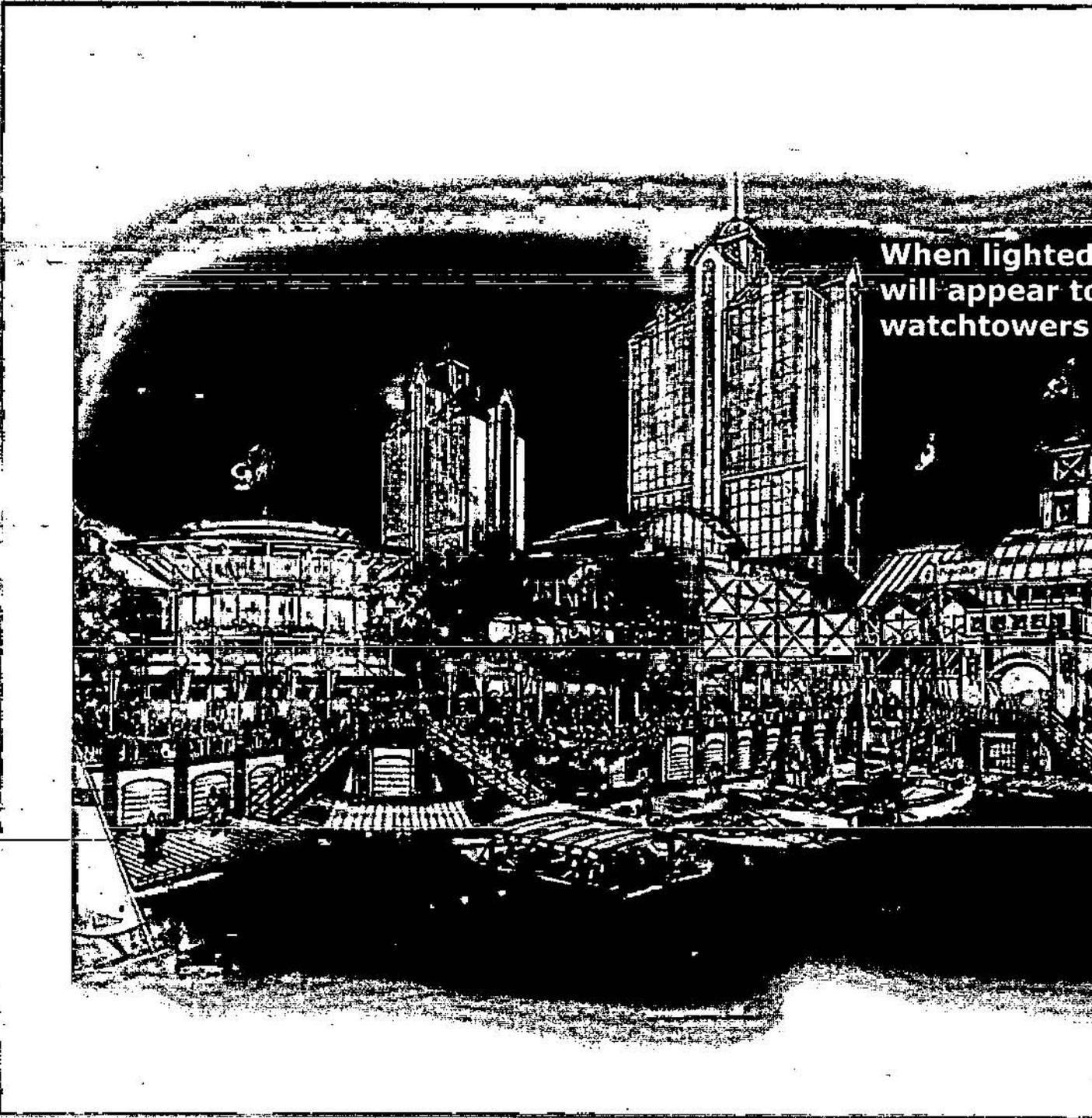


Truth:

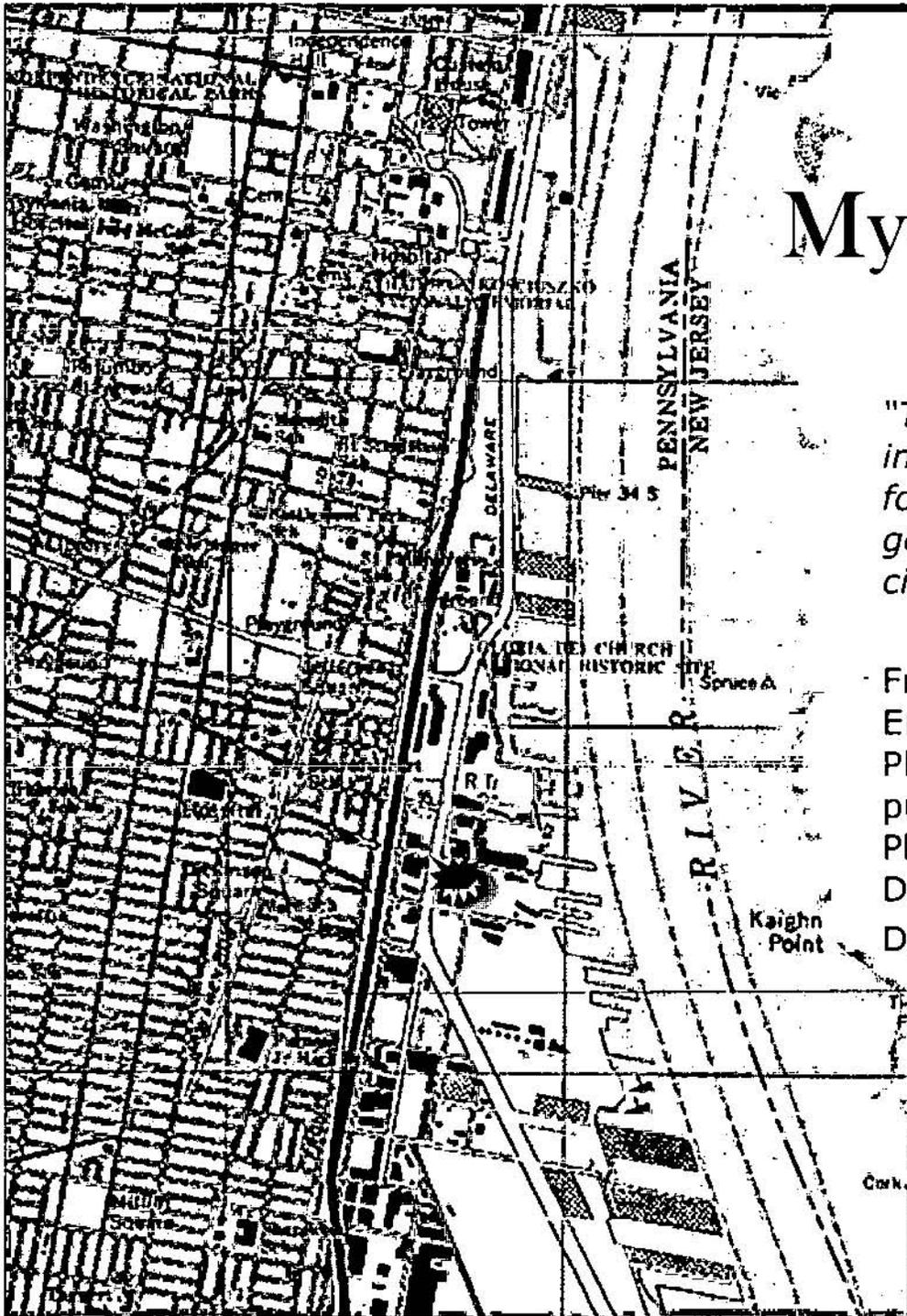
Slot parlors are what are
Inga Saffron calls 'slot b
They are windowless and
The Foxwoods architectu
a parking area and a slo
indistinguishable from n
-Lowes, and Ikea.

There is no easy access
and minimal access to th
plan ignores the beautif
neighborhood in which it
The Foxwoods architectu
called the worst design o
Philadelphia-proposals.
Construction consultant
quipped, "I think the arc
'festival banal'".





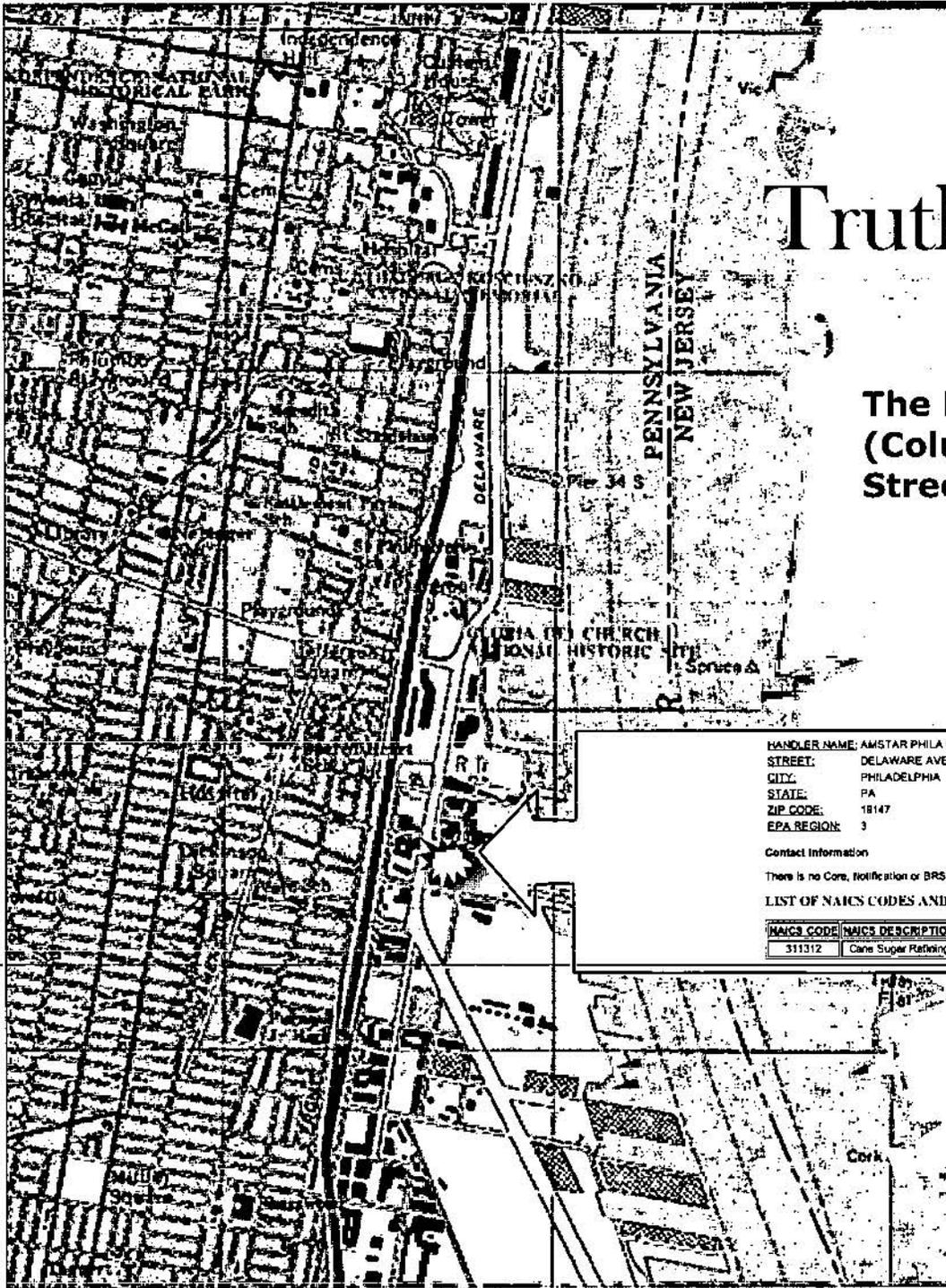
When lighted
will appear to
watchtowers



Myth

"This project would reuse industrial land that has been vacant for more than a decade and generates little or no tax revenue for the city or school district treating it as vacant."

From Supplement to and Entirety—The Report filed in Philadelphia on December 1, 2010 pursuant to 58 PA Code 101 Philadelphia Entertainment Development Partners, L.P. D/BA Foxwoods Casino



Truth:

The EPA identifies Delaware Avenue & Reed Street as a hazardous waste site.

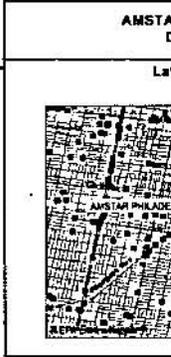
HANDLER NAME: AMSTAR PHILA CANE SUGAR
STREET: DELAWARE AVENUE & REED STREET
CITY: PHILADELPHIA
STATE: PA
ZIP CODE: 19147
EPA REGION: 3

HANDLER ID: PA0602797
FACILITY INFORMATION: [View Facility](#)
CORPORATE LINK: No
COUNTY: PHILADELPHIA
MAPPING INEO: MA

Contact Information
 There is no Core, Notification or BRS contact information available for this handler.

LIST OF NAICS CODES AND DESCRIPTIONS

NAICS CODE	NAICS DESCRIPTION
311312	Cane Sugar Refining





Truth:

There is no mention in the proposal of the hazards of the cleanup or the burden

Facility Name	AMSTA
Location Address	DELAWARE
Supplemental Address	
City Name	PHILADELPHIA
State	PA
County Name	PHILADELPHIA
ZIP/Postal Code	19147
EPA Region	03
Congressional District Number	01
Legislative District Number	01
HLIC Code	020402
Federal Facility	NO
Tribal Land	NO
Latitude	39.935
Longitude	-75.154
Method	
Reference Point Description	
DUNS Number	
Registry ID	110009

Map this facility

Environmental

Information System	Information System ID	Environmental Interest Type
ICIS	32928	FORMAL ENFORCEMENT ACTION
PA-EFACTS	491704	STATE MASTER
RCRAINFO	PA000229735	NOT IN A UNIVERSE

Facility Mailing

Mail Class	Delivery Point
CONTACT/GENERAL	DELAWARE AVE & REED ST PH
CONTACT/OPERATOR	OPERSTREET DP
CONTACT/OWNER	UNKNOWN UM
OWNER/OPERATOR	DELAWARE AVE & REED ST PH
	DELAWARE AVE & REED ST PH

**The community demands to know what contaminants are
Reed and Tasker Streets.**

The community demands to know at what level they are buried.

Were they remedied? How? When?

And to which standards?

And why was the community not involved in the information?

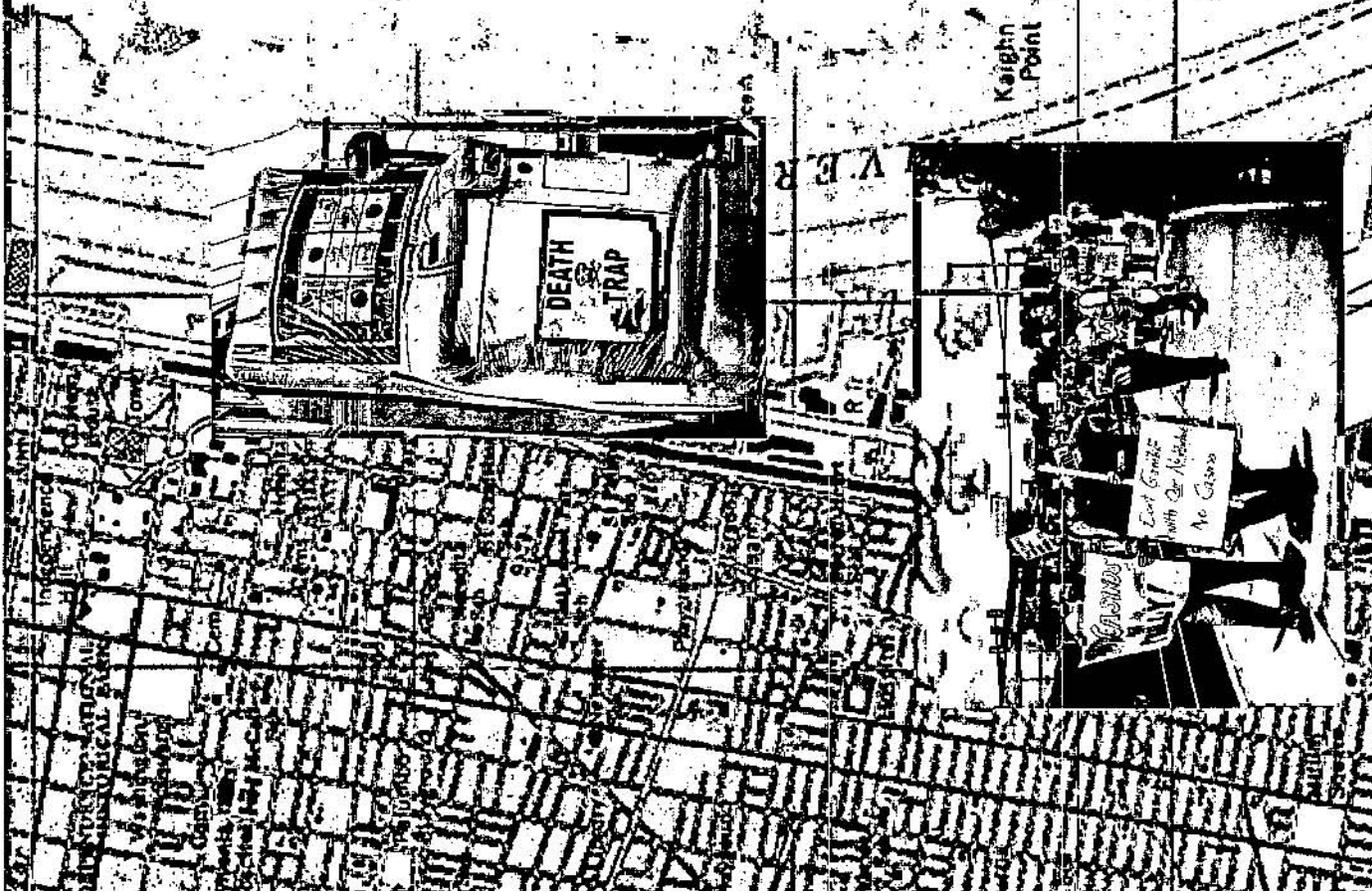
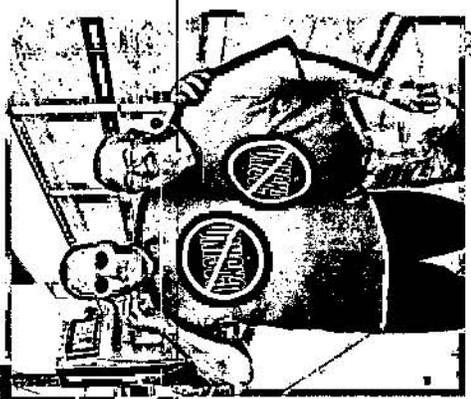
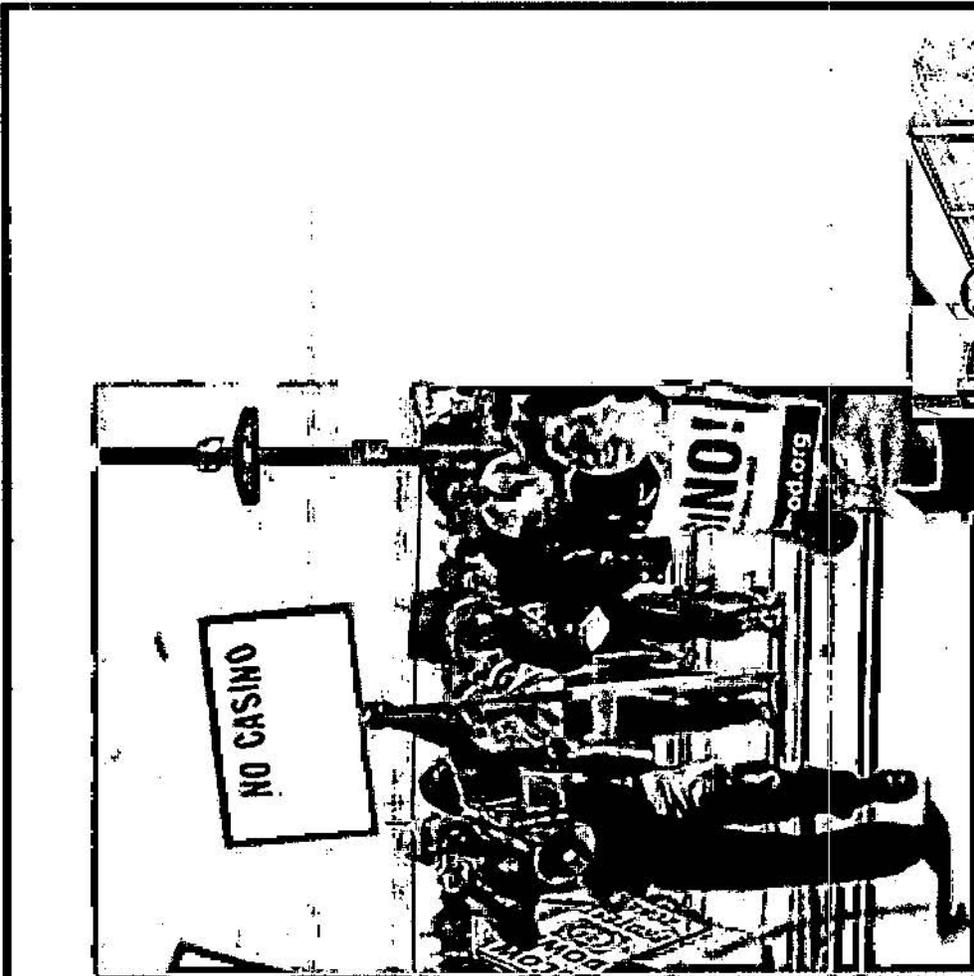


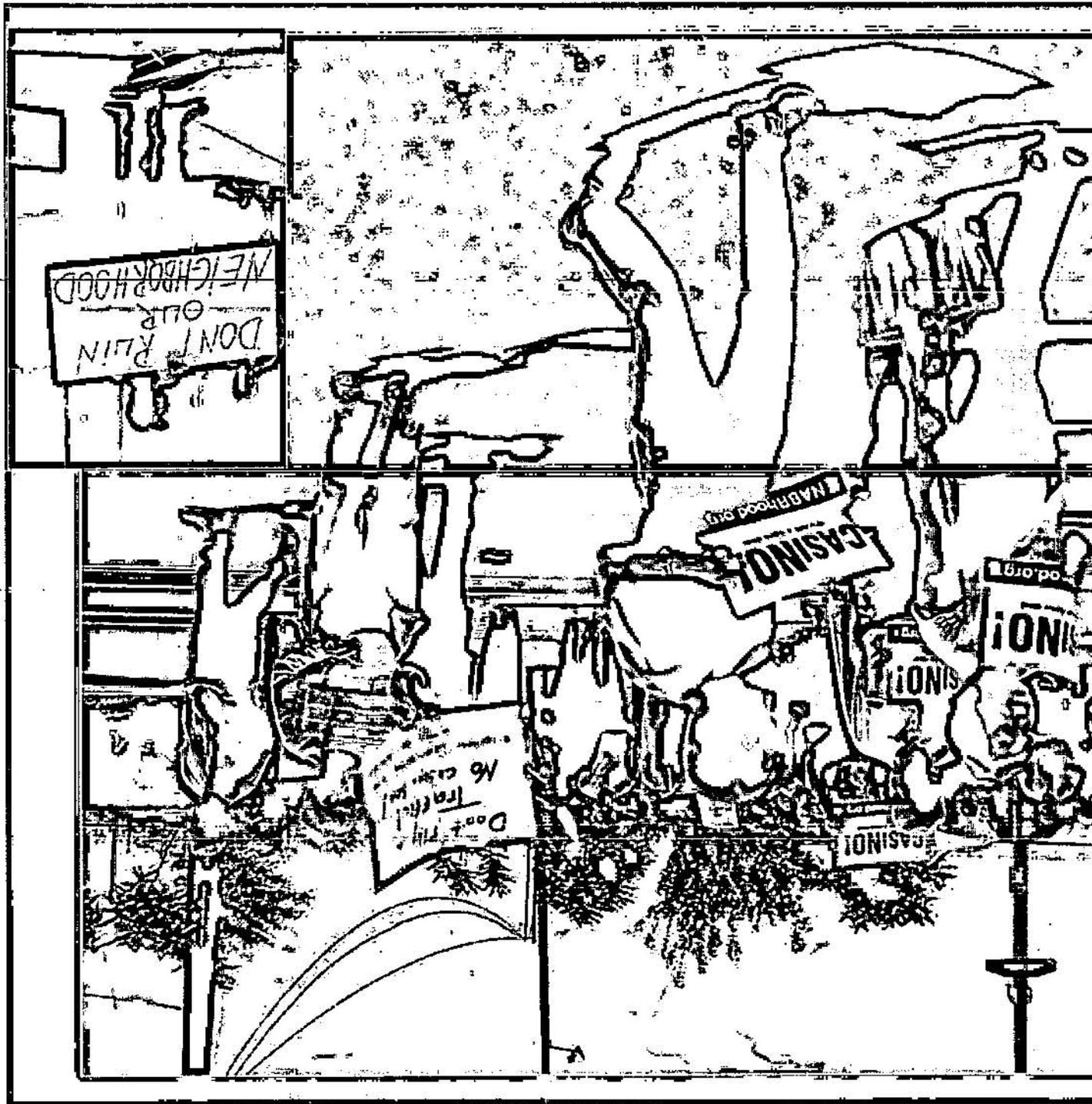


Truth:

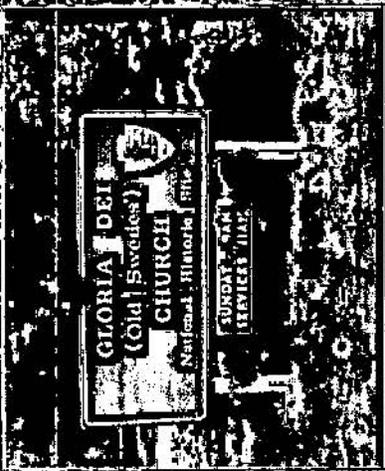
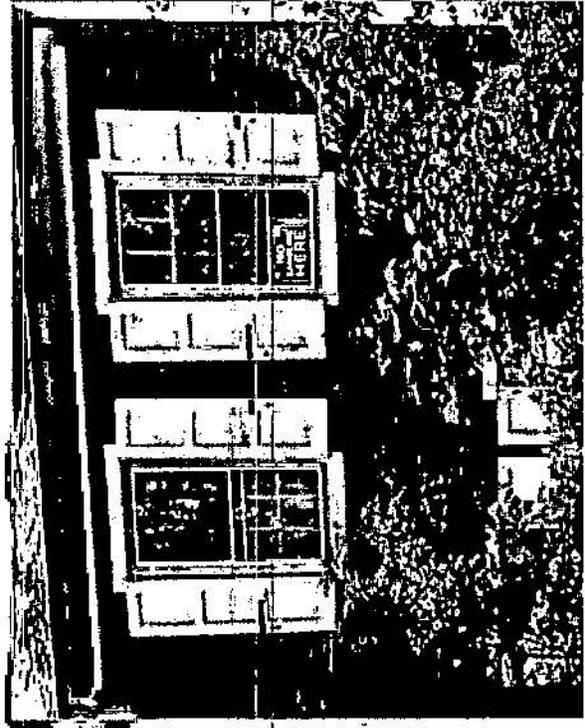
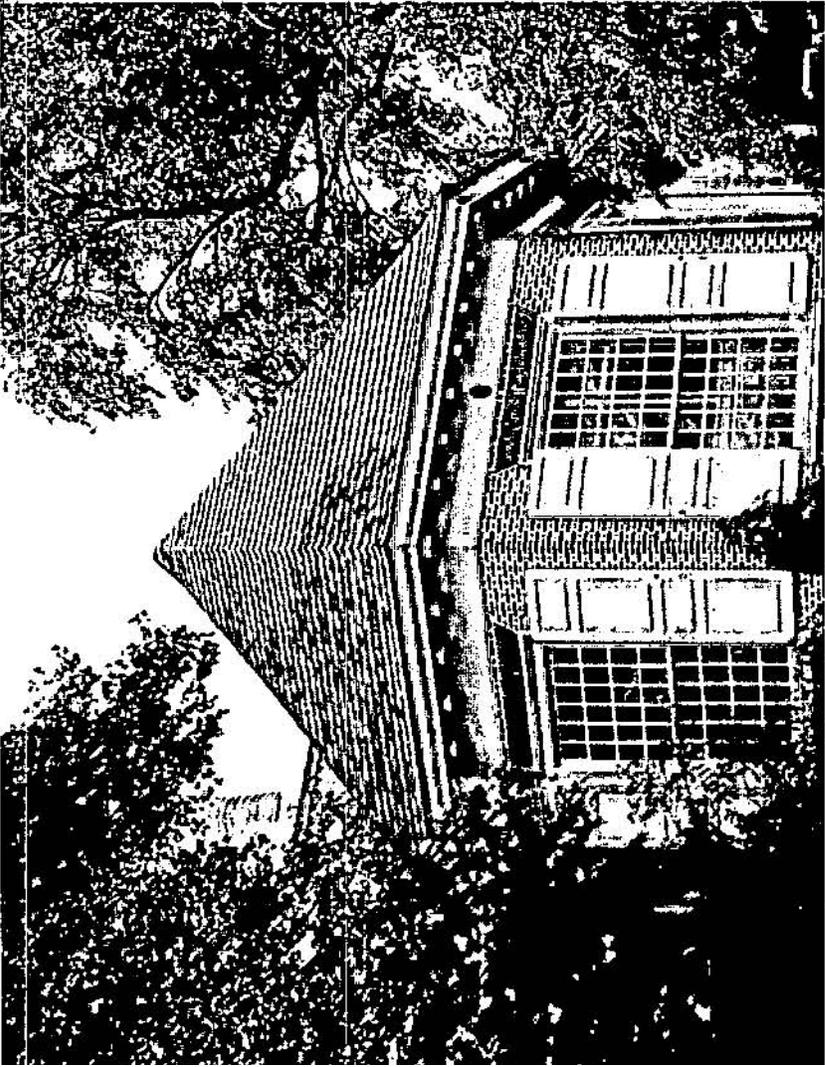
"(The city) needs a broad vision for the Delaware, Chicago's Lake Shore Drive beachfront in France. To vision, it also needs the oriented planning that w ground-floor uses, fundi walking path, laws prote to the water's edge, and pedestrian conditions un overpass."

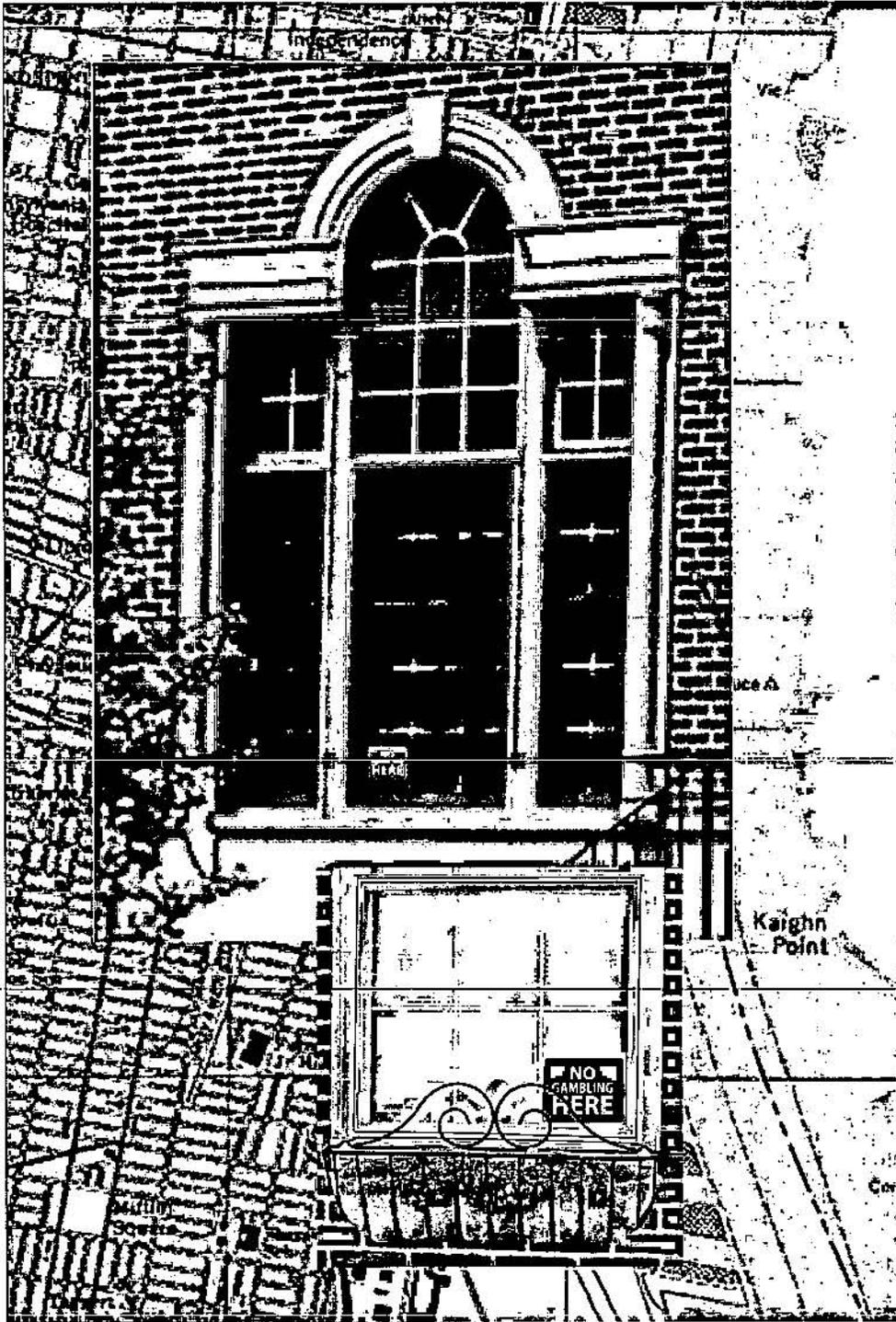
Inga Saffron
Philadelphia Inquirer and





Slots do not
belong in our
neighborhood.

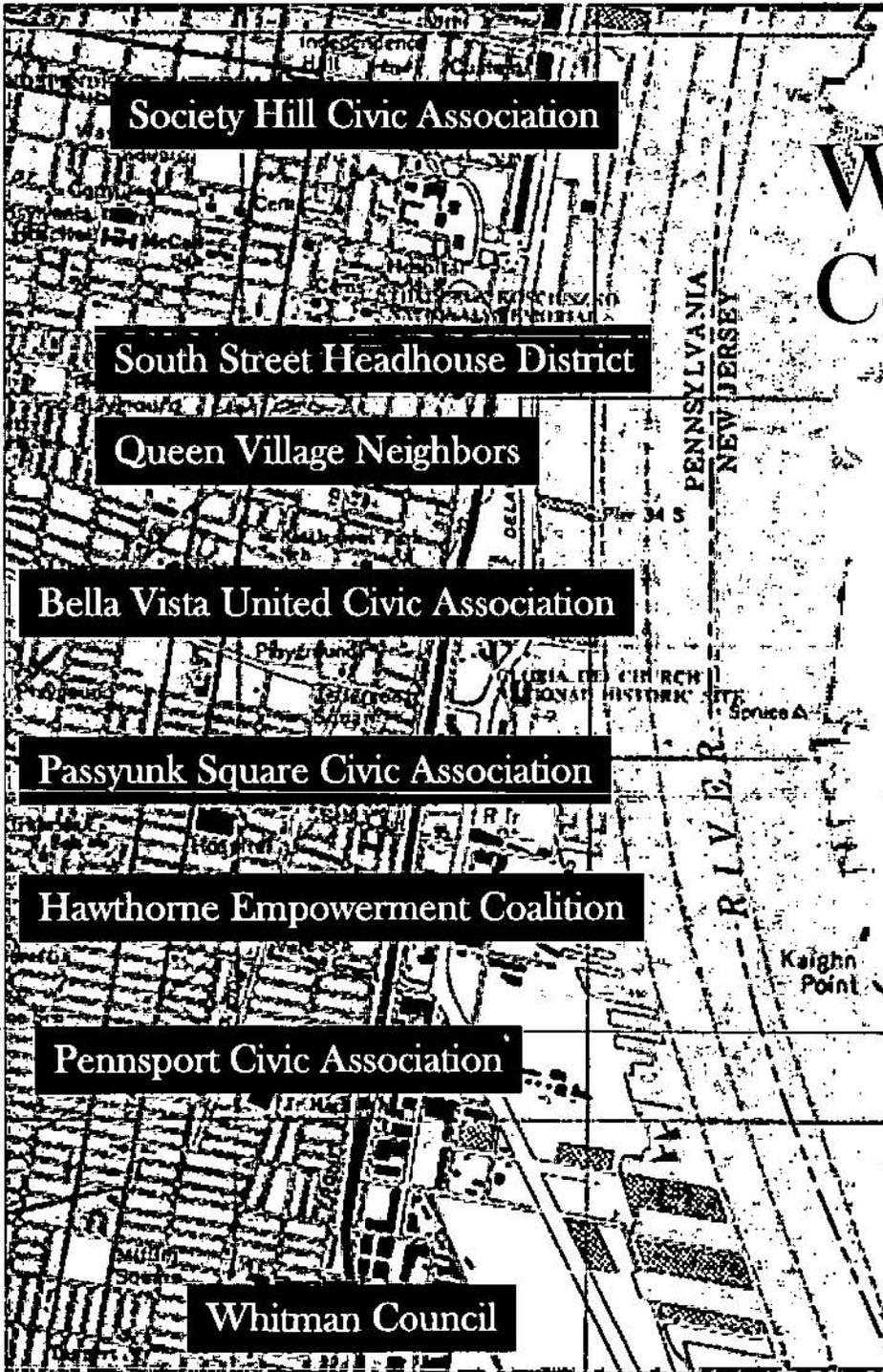




Slots don't
belong
in neighbo







We are Riverfront Communities

- Pennsport Civic Association
- Whitman Council
- Queen Village Neighbors
- Society Hill Civic Association
- Bella Vista United Civic Association
- Passyunk Square Civic Association
- Hawthorne Empowerment Coalition
- South Street/Headhouse District

Riverfront Communities United is a coalition of seven community groups in the Riverfront district whose goal is to have strong opposition to the proposed widening of South Street and Columbus Boulevard to preserve the integrity of our historic neighborhood.

This presentation has been prepared by Riverfront Communities United by Susan Moore



*"The final test of an eco...
the tons of iron, the tan...
miles of textiles it produ...
lies in its ultimate produ...
men and women it nurtu...
and beauty and sanity o...
communities."*

by Lewis Mumford — an...
of technology and scienc...
noted for his study of cit...
architecture



NO
GAMBLING
HERE